

IRISH WHISKIES
per doz.
DUNVILLE'S V.E. ... \$15.00
J. JAMESON & SON ... 15.00
Do. Do. ... 17.00
H. PRICE & CO.,
12, QUEEN'S ROAD CENTRAL.

Hongkong Daily Press.

ESTABLISHED 1857

"D. C. L."
SCOTCH WHISKY.
PER DOZEN ... \$15.50
Sole Agents:
H. PRICE & CO.,
12, QUEEN'S ROAD CENTRAL.

No. 14,915, 號五十九千四萬一第 日六初月正年二十三緒光 HONGKONG, TUESDAY, JANUARY 30TH, 1906. 二拜禮 號十三月正年六零百九千一英港香 PRICE, \$3 PER MONTH.

"BULL DOG" BRAND
STOUT & ALE
IN SPLITS.

A. S. WATSON & CO.
LIMITED.

WINE AND SPIRIT MERCHANTS,
ALEXANDRA BUILDINGS.

CUTLER, PALMER
& CO.'S

"SPECIAL BLEND" WHISKY
A Blend
of Selected
Distillations of the
Finest Scotch Whiskies.
\$10.50 Per Case.

Apply to

SIEMSEN & CO., Hongkong. [a52]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$4.75 per cask ex Factory.
In Bags 250 lbs. net \$2.30 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st October, 1905. [a277]

NOTICE.

GEO. FENWICK & CO., LD., Engineers
&c., are open to receive OFFERS FOR
THE PURCHASE OF THEIR WANCHAI
PROPERTY, comprising portions of Marine
Lots Nos. 31 and 36; approximate area 43,000
square feet.
For further particulars apply to the Company.
Hongkong, 12th July, 1905. [135]

AUTOMATIC MAUSER
PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1905. [45]

A. LING & CO.,
FURNITURE STORE.
PLATED GLASS AND CROCKERY
WARE, &c., and FOOCHOW
LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1905. [2355]

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TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [2174]

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FOR PRIVATE AND PUBLIC DANCES

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NEWEST DESIGNS.

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THE PRINTING DEPARTMENT,
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Hongkong, 10th December, 1905. [2844]

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HONGKONG

for Demand Drafts on London on the day of
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also Table of Yearly Approximate Averages
FOR 31 YEARS

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1874 to 1904.
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LAHMEYER ELECTRICAL CO., LD.,
LONDON.

THE
FELTEN & GUILLAUME-LAHMEYER WERKE
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FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to— **SIEMSEN & CO., SOLE AGENTS FOR CHINA.** [a6a]



AQUARIUS
SPARKLING MINERAL TABLE WATER: Qts., Pts. & Splits.
SILENT WATER: Qts.
STONE GINGER BEER.
GINGER ALE.
TONIC.
LEMONADE.

PURE TREBLE DISTILLED WATER ONLY is used in the
Manufacture of these Beverages, and by these means ABSOLUTE
PURITY IS GUARANTEED.

TELEPHONE No. 75.

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CALDERON, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, QUEEN'S ROAD CENTRAL. [a34]

Hongkong, 1st January, 1906.

REDUCED PRICES.

FILM or PLATE F. P. CAMERAS fitted with "Ross," "Zeiss," "Dallmeyer," and
"Goerz" Lenses, Price from \$85.00 to \$200.00.

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28, DES VŒUX ROAD, HONGKONG. [39]

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LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
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"	***		20.00
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WHISKY, PALL MALL			20.00
"	JOHN WALKER & SONS'		
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PORT WINE, INVALIDS			20.00
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SHERBY, AMOROSO			20.00
"	LA TORRE		16.00
BENEDICTINE, D.O.M.			40.50

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HONGKONG AGENTS. [a1a]

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DRAPER & TAILOR, GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.

ALL NEW GOODS IN STOCK.

A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.
Hongkong, 27th May, 1905. [a2665]

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THE FINEST SELECTION OF

AXMINSTER, WILTON,

VELVET PILE &

BRUSSELS CARPETS.

EVER SEEN IN THE FAR EAST

AXMINSTER PARQUET SQUARES,

WOVEN IN ONE PIECE WITHOUT SEAM.

DURING JANUARY ALL CARPETS WILL BE MADE AND

FITTED "FREE OF CHARGE."

LANE. CRAWFORD & CO.

Hongkong, 20th December, 1905. [a33]

MACKIE'S
WHITE HORSE CELLAR
THE UNRIVALLED SCOTCH WHISKY
\$14.00 PER DOZEN.

LANE. CRAWFORD & CO.
SOLE AGENTS.

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WHITAKER'S ALMANACK,
DIARIES 1906.

CHINA COASTERS TIDE TABLE 1906.

CHRISTMAS NUMBERS—QUEEN, LADY'S

PICTORIAL, LADY'S FIELD, FIGARO

ILLUSTRATED, all with SPECIAL ENGRAVINGS.

An Australian Cricketer on Tour, by

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BEZIQUE, WHIST, PIQUET AND PATIENCE

SETS.

POST CARD ALBUMS, Great Variety, all Prices.

SLAZENGER'S 1906 TENNIS BALLS.

TENNIS RACKETS from 2.25 each to 25.00

DOMINOS, CHESS, DRAUGHTS, &c.

[a32]

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HAIG & HAIG, LD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all "Peg" WHISKIES at ... \$13.00

5 Star, LUXUR—Exquisite, best in the World for Club or Private use at ... \$22.00

Stop drinking rank, Smoky Stuff, because "it comes through the Sona."

Try HAIG & HAIG'S WHISKIES: pure, mellow matured, non-smoky, delicate flavor.

Once tried, preferred to all others. Sole Agents for Hongkong:

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FABRICS. LARGE STOCKS OF CARPETS AND
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A. B. C. CODE, 5TH EDITION.

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HIRANO.

THE LEADING MINERAL WATER OF THE EAST.

THE HIRANO MINERAL WATER CO., LD., KOBE.

AGENTS: F. BLACKHEAD & CO.

Hongkong, 16th August, 1905. [1805]

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HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 persons.

131 Bedrooms.

Elegantly Furnished Reception Rooms.

Private Bar and Billiard Rooms for Hotel

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Hydraulic Lifts to each Floor.

Electric Lighting and Fans.

Every Comfort.

Ladies' Afternoon Tea Rooms.

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Ladies' Afternoon Tea-Rooms.

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Hot and Cold Water throughout.

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required).

Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

For Terms, &c., apply to the—

MANAGER.

Hongkong, 24th July, 1905. [a266]

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SHAMMEN—CANTON.

On the British Concession.

MACAO HOTEL.

MACAO, CHINA.

In the Centre of the Praia Grande.

Both Hotels under experienced European

Management.

Every Comfort and Convenience for Residents

and Tourists.

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Proprietor.

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MACAO.

HAS been re-opened under European

management and most strict supervision

as to food, cleanliness, and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous of

a few days' rest and quiet.

Comfortable accommodation for travellers

paying a visit to the historical and picturesque

colony of Macao.

Macao is 40 miles south-west of Hongkong

One steamer (s.s. *Hongshan*), daily to and

from Hongkong, and two steamers to and from

Canton, give easy communication with both

these centres.

Cable Address—"BOAVISTA."

For Terms, apply

a221 THE MANAGER.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD.,

have now 40,000 Cubic feet of Cold

Storage available at EAST POINT. Stores will

be Open at 10 A.M. and 4 P.M. daily, Sunday

excepted to receive and deliver perishable goods.

WM. PARLANE, Manager.

Hongkong, 16th November, 1901. [47]

DAVID GORSAR & SON'S

MERCHANT NAVY

NATY BOILED

LONG FLAX

RELIANCE CROWN

TARPULING

ARNHOLD, KARBURG & CO.

Sole Agents.

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BY THE PEARL RIVER."

BY

INTIMATION



A. S. WATSON & CO.,
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HIS EXCELLENCY THE
GOVERNOR.

THE
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IMPORTANT NOTICE.

IN ADDITION TO THE
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**FURTHER
REDUCTIONS**

Have been made from this date in THE
PRICES of many of the following:—

PATENT MEDICINES,
INFANTS' FOODS,
SOAPS,
PERFUMES.

**WE MAINTAIN THE LARGEST
AND MOST COMPLETE STOCKS** of these
GOODS in the Colony, and our Stocks being
frequently turned over, ensure all Goods being
FRESH and in the BEST CONDITION.

A. S. WATSON & CO.,

LIMITED,

CHEMISTS, DRUGGISTS, PERFUMERS
ETC., ETC., ETC.

ALEXANDRA BUILDINGS.

[30]

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Only communications relating to the news columns
should be addressed to THE EDITOR.
Correspondents must forward their names and ad-
dresses with communications addressed to the Editor,
and for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.
By and through signed communications that have
already appeared in other papers will be inserted.
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P.O. Box, 35, Telephone No. 12.

HONGKONG OFFICE: 10A, DES VUEX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 30TH, 1906.

"The trade of this Colony is honeycombed
with fraud and deceit." These words were
said, not of Hongkong, but of Singapore,
in connection with the promotion of the
Bill for Registration of Partnerships, which,
after long discussion, was read a second
time. The words are too strong to apply
to Hongkong, perhaps; but the gentleman
who said, "it will be apparent to any one
who over some years back has closely
watched the course of mercantile and trade
affairs here that the methods of conducting
these have changed considerably—and one
regrets to feel that the change has not been
in the direction of higher morality," might
have been speaking of Hongkong. There
was a good deal of claptrap talked by the
Singapore opponents of the principle, some
of which will doubtless one day be repeated
locally, about unfair imputations, and so
on. As a matter of fact, no mercantile
community has any right to be thin-skinned
in such connection. The late Mr. SPENCER,
in the volume of essays published shortly
before his death, pointed out very simply a
fact that is so obvious that it is overlooked.
This, by the way, is no paradox at all; it is
possible to put a solid object so close to the
eye that one sees over and under it while it
remains nebulous or not visible. The
ignored fact referred to is that, all modern
business is conducted on the tacit understand-
ing that the parties thereto are potentially
dishonest. Every formal contract is
per se an implication that its signatories,
without it, might not meet their obligations.
The law affords further safeguards, which,
while by no means uniformly effective, are
unanimously accepted as necessary to

business. The Registration of Partnerships,
properly devised, is merely an extension of an
admitted principle; and it is, therefore,
sheer nonsense to talk of its "demoralising
the Chinese"—who, by the way, despite
tradition, are no more to be trusted in a deal
than the foreign contractor—or to talk of
its "harassing trade," or of its "interference
with the liberty of the merchant and
trader." The best of our laws is an inter-
ference, and all stipulations whatsoever are
of the nature of things harassing to any
persons liable, either wilfully or involuntarily,
to make default. Registration of Part-
nerships, either general or of Chinese only,
will not drive away any business that is
worth keeping, in this or any other Colony.
Another Singapore objection was that the
Government finger was a nuisance in the
commercial pie, which is merely another
form of the parol-ery already mentioned.
The Bankruptcy Ordinance represents a
very big finger in that same pie, and is
equally exposed to such an objection.
Shifting their ground, and by implication
abandoning their noble stand for "the fair
fame of the colony," the objectors protested
that "a new kind of fraud would arise, a
kind of legal fraud." This seems to us
more puerile still; since it seems clear that
every law ever promulgated can be charged
with creating a consequent crime, in the
attempt to break or evade it. Indeed, after
carefully extracting and weighing all the
cons brought forward at the southern port,
we fail to find one with any more weight than
the objection that there might be temporary
"inconvenience and inconvenience," and that,
it will be conceded, does not require serious
consideration. In the case of the Singapore
Bill, we read that its main idea is that every
person who trades under a name which in-
dicates that he is in partnership with an
other person, or who trades under a name
not his own, should be required to register
the constitution of the partnership, or, if he
be a single individual trading under a fancy
name, his true place of business. It will
thus be possible for any one who is asked to
give credit to ascertain whether the firm is
worthy of credit. The bill does not propose
to make any alteration in the existing En-
glish law, except that the penalty for non-
registration is loss of claim to the benefits of
partnership, and, on the other hand, inability
to be sued. At Hongkong, a Bill covering
these points would be hailed with approval;
and by none, we imagine, more than the
banks, the bankruptcy officials, and the
business men who deal largely with Chinese
firms. One Singapore gentleman, the Hon.
Mr. A. HURRICANE, held the opinion that
it would be difficult to find a case of a man
representing himself to be a partner who is
not really a partner. Experience teaches
us that is not the correct formula to em-
ploy; the trouble is that sometimes men
are represented by others to be partners,
when they are not; the firm prospers on the
credit of such representation; and if things
go wrong, it is easy for the lawyers to prove
that the man (who may have secretly
derived profit from the firm) never held
himself out as a partner; and of course he
denies that he authorised any to do so.
The "Singapore Chinese" were said to be
averse, not to the principle of the Bill, but
to its form. It is the principle only that
interests this Colony just now. Would the
Chinese business people regard it favour-
ably? It has been pointed out that Chinese
mercantile guilds are already in a great
measure equivalent to such registration;
they find partnership records useful for the
protection of Chinese creditors. Compulsory
registration, even without being
penal, would afford similar protection to all.
There would be fewer fraudulent bank-
ruptcies; and even if men of straw were
registered instead of the real partners, who
would be more likely to suffer—the firms
that did so, or creditors? Such firms would
lose credit; or if they got credit, those who
had trusted men of straw could not very
well complain if they lost by doing so. At
present complaints are frequent and nume-
rous; and the Government ought to re-
consider the question very carefully without
loss of time. Why wait for Singapore?

Mr. H. J. Gedge has joined the H. K. V.
Troop.

"I pay to promise" was the form on a pro-
misory note submitted to Mr. Justice Wise
at the Supreme Court yesterday. The in-
vestor, however, did not affect the judgment, which was
given for the plaintiff.

In our report of the Scotch Concert held on
Saturday night we omitted to refer to the part
taken in the programme by Mr. Baxter, who
sang "O' a' the airts" most effectively, and
gave "Annie Laurie" in response to an enco-
uragement.

The plague total stands at three. During the
week ending Jan. 27th, five cases of smallpox
were notified, two being fatal. One was a
Singhalese, the other four were Chinese.

In addition to an interesting article which is
copiously quoted in another column, the *Far
Eastern Review* for January, has a well-
illustrated article describing Sir Paul Chater's
new house on the Peak, with particulars from
the architect, Messrs. Leigh and Orange.

A solicitor appearing for a defendant at the
Supreme Court yesterday told the Pious
Judge that he was untried as his client did
not "get up till three o'clock." "Tell him to
rise earlier to-morrow," replied his Lordship in
fixing the case for to-day.

The programme for this week at the Hig-
kong Branch of the Royal Sanitary Institute
is as follows:—Tuesday, Lecture by Mr. J. J.
Bryan, on "Sanitary Plumbing;" Wednesday,
Sanitary Inspectors' Test Examination; Friday,
Lecture by Mr. J. J. Bryan, on "Sanitary
Plumbing."

On Saturday afternoon the remains of K.
G. A. Chalmers, late sub-adjutant of the
National Bank of India, Australia and China,
were interred in the Happy Valley cemetery.
A large number of deceased's friends followed
the cortege to the cemetery, where the Rev.
C. H. Hickling conducted the burial service.

The following notification has been received
from the Madras Government:—"The
Governor in Council is pleased to withdraw the
regulations under the Viceroy Sanitary Con-
vention imposed in the ports of the Madras
Presidency against arrivals from Hongkong.
Intimation having been received that Hong-
kong has been free from plague."

Return of visitors to the City Hall Library
and Museum for the week ending Jan. 28th,
excluding Thursday and Friday for New Year
festivities, shows that of non-Chinese there were
126 to the Library and 38 to the Museum; and
of Chinese 63 to the former and 2,976 to the
latter. The Library was therefore used by 189
persons, and the Museum by 3,016.

The N. Y. K. is making arrangements to
land passengers in New York via Seattle in re-
cord time. Leaving Seattle at 8 a.m. by the
Great Northern Railway, St. Paul is reached
at 10.40 p.m. There is a twenty minute
interval here, and then the C. M. & St. P. line
carries the passenger to Chicago, arriving at
11.40 a.m. Thence to New York by the 20th
Century Express means 18 hours more (2.30
p.m. to 9.30 a.m.), or altogether, 28.30m. wait-
ing, and 91h. 20m. in the train—less than four
days for the overland trip.

There have just been deposited in the
Museum of the Royal United Service In-
stitution in Whitehall by Miss Carrick Moore
the decorations worn by her two distinguished
great-uncles—Lieut.-Gen. Sir John Moore, K.C.B.
and Admiral Sir Graham Moore, K.C.B. The
relics of the former comprise the gold collar
and badge, the star and ribbon of the Order of
the Bath, a most beautiful diamond star,
representing the same Order, which was pur-
chased by his officers for 350 guineas, and
presented to Sir John Moore in 1804. Sir
Graham Moore's orders include the belt and
star of a K.C.B., the star of a G.C.B., and the
star, ribbon, and collar of a G.C.M.G. The
prayer-book used at the burial of Sir John
Moore at Corunna, as well as his writing desk,
has for several years past been on view at the
Museum.

Vice President Yen, of the Ministry of
Education (Hsiangpi), has recently memorialised
the Throne on the advisability of discontinuing
the study of what are called the "Four Books"
as part of the curriculum of the primary schools
of the country, on the ground that they are
too deep and philosophic to be understood by
young children, and that there be substituted
modern text-books of the grade suitable. The
"Four Books" mentioned in the foregoing are
composed of the "Lunyu" (Confucian Analects);
"Mengzi" (works of the philosopher and
sage Mencius); "Ta Hsio" (great learning
by the philosopher and sage Tseng, the ancestor
of the aristocratic Tseng clan, which boasts of
a Marquis and an Earl); and the "Chung
Yung" (doctrine of the mean, by Tso Sze, the
grandson of Confucius, the chief of China's
philosophers and sages). The N.C. Daily
News considers this a sensible idea.

The Berlin *Morgenpost* says it has authority
for the statement that the Chief Burgomaster
of Berlin intends to invite the Lord Mayor
of London and other members of the London
local governing bodies to pay a corporate visit
to the German capital in June next. It is
probable, the journal adds, that Lord Archibald
and Sir Thomas Barclay will receive a civic
invitation to visit Berlin at the same time.
The Berlin Chamber of Commerce has decided,
in furtherance of the movement for the
strengthening of the existing friendly relations
between Great Britain and Germany, to
organise a demonstration of Anglo-German
friendship which shall at the same time be a
reply to the recent manifestations of good will
towards Germany which have lately come from
Great Britain. To this end the Chamber of
Commerce will give a banquet on January 15,
at which the British Ambassador has promised
to be present. It is added that representatives
of the German and of the more important
British Chambers of Commerce will be invited
to attend the banquet. Prince Bismarck tele-
graphed his "warmest sympathy."

TELEGRAMS.

[REUTERS' SERVICE.]

SHIPPING.

LONDON, January 27th.

The German newspapers announce that
the Peninsular and Oriental S. N. Co. will
start a fortnightly service on the 3rd proximo,
from Hamburg to India, taking consid-
erably reduced rates. The service is regarded
as the opening of a rate-war between the
P. and O. Co. and The Hansa Co.

RACING NEWS.

Over a wet track the ponies galloped yester-
day morning, the recorded times being:—
Emerald King, 1m., 31.
Gold King, 2m., 32.4.5.
La France Rose, 1 1/2m., last half, 32.3.5,
1.06.3.5.
Glorious Rose, 1 1/2m., 2, 2, 2, 3.08, 3.42,
4.14.2.5.
Sunrise Rose, 1 1/2m., 2, 2, 2, 3.13, 3.48, 4.20.
Himalaya Rose, 1 1/2m., last 1/2 taken, 35.3.5.
1.17.2.5, 1.55.2.5.
Common Rose, last quarter 31.
Pilot, 2m., 32.4.5.
Peachbloss, 1 1/2m., last 1/2, 35.2.5, 1.13, 1.43.
Arab Chief and Mongolian Chief, 3/4, 1.12,
1.48, 2.24.
Sandial, 1m., 32.
Rising Sun, 1m., last quarter 31.2.5.

MR. CHAMBERLAIN'S PROPOSALS.

A correspondent writes: "In spite of all that
has been said and written about Mr. Chamber-
lain's fiscal proposals during the last two and
a half years, I find that there are still very
many people who have either a confused or a
totally erroneous idea as to what those proposals
are. I think, therefore, that you would be doing
a service to the Unionist cause if you would
recapitulate them once more, as plainly and
simply as possible. They are set out as follows
in a leaflet recently issued by the Tariff Reform
League:

PROPOSED NEW TAXES.
2s. a quarter on foreign (not Colonial) corn.
Corresponding tax on foreign flour.
5 per cent. on foreign meat.
5 per cent. on foreign dairy produce.
An average 10 per cent. on completely
manufactured foreign goods.
No tax on raw materials.
No tax on sugar.
Three-quarters of duty of ton.
Half the sugar duty taken off.
Corresponding reduction on coffee and cocoa.
Preference to Colonial wines and fruit.
DUTIES NOT CONTEMPLATED.
No tax on raw materials.
No tax on maize.
Gain by new scheme ... £9,000,000
Loss by new scheme ... 2,800,000
Surplus for further relief of ex- ... 2,600,000
Ising food and other duties £6,200,000
Net gain ... 74 farthings

(1) THE AGRICUL-
TURAL LABOURER.
Gain ... 17 farthings
Loss ... 10
Net gain ... 7 farthings
(2) THE TOWN
ARTISAN.
Gain ... 19 farthings
Loss ... 10
Net gain ... 9 farthings

This is how Mr. Chamberlain's scheme will
affect

NET GAIN ... 74 farthings

BRITISH POLITICS.

OUTLINES OF THE NEW GOVERNMENT'S
POLICY.

Telegrams to the Indian press furnish in-
teresting details of the policy of the New
Government in the various departments of State
as announced by the newly-appointed ministers.
Mr. Herbert Gladstone, in his electoral
address, reiterated the Government's desire to
develop the Irish policy of the late Government
so as to be directly associated with the
management of purely Irish affairs.
No proposal for a legislative Parliament in
Ireland can be introduced in the coming
Parliament.

Mr. Winston Churchill at Manchester said
the Government of the Transvaal will be trans-
ferred to a representative democratic assembly
as soon as possible. The Government would not
contemplate in office unless it obtained a substantial
majority enabling it to maintain itself with
dignity and honour in the House of Commons.
Mr. Haldane, Secretary of State for War,
speaking in the City of London, announced that
Sir Henry Campbell-Bannerman had given him
a free hand to reorganise the army. The
Premier, he said, laid stress on the matter
of efficiency that he was prepared, if it was
thought requisite to spend more money and
get more for it, to do so. The army must be a strik-
ing force capable of immediate transportation
overseas. It was, he said, necessary to secure a
high quality in the militia and also to encour-
age the volunteers. Mr. Haldane declared that
he would rather resign than reduce the expendi-
ture on the artillery by a single penny. In
conclusion, he said that the Government's policy
was to follow up the best which was done by its
predecessors.

The *Standard* understands that Mr. Haldane,
Secretary of State for War, will restore the five
years with the colours and seven years in the
reserve.

Mr. John Burns, President of the Local
Government Board, speaking at Battersea,
announced that the militia will be called out at
the earliest possible date.

Mr. Asquith, Chancellor of the Exchequer,
speaking at Sheffield, said that the national
expenditure had risen to forty-three millions in
ten years, half of which was spent on the army
and navy. There was, he said, a wide field for
remission of taxation, including that on coal,
tea, sugar and incomes. But the remission was
impossible without a reduction of expenditure.
The new Government, however, hoped to econo-
mise without weakening the services.

Welsh Disestablishment and Disendowment
are to have a prominent place in the new Lib-
eral Government's programme.
"Sir Alfred Thomas, M.P., who addressed his
constituents at Rhonda, after reiterating his
declaration that he would not support any
administration which did not include Welsh
disestablishment and disendowment as an
essential item in their programme, said that he
was in a position to tell them that this would
be carried out by the Liberal Government."

A Bill for the disestablishment of the
Anglican Church in Wales was introduced by
the late Liberal Government in 1895.
It was in charge of Mr. Asquith, then Home
Secretary, and had reached the Committee
stage, when the defeat of the Government on
the credit vote put an end to its career.

SUPREME COURT.

Monday, January 29th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISE JUDGE).

NOT AN EARLY RISER.

Mak Yuet-ting sued Chan Hon-kai for
\$800. Mr. E. J. Grist appeared for plaintiff.
On the case being called,

Mr. F. P. Hett (of Messrs. Brutton, Hett
and Goldring) said—I have been retained by
defendant, but have not received any instruc-
tions regarding this case; I expect them any
moment now. If your Lordship could allow
this case to stand over—

Mr. Grist—I will take judgment with a stay
of execution and if my friend is instructed the
case can go into the next list.

The Puisse Judge—Well, prove your case.

Mr. Grist—I would rather not; I know
nothing about the defendant; he might run
away.

Mr. Hett—He is a large property owner in
the Colony.

Mr. Bonnar—He has been sued for his rates
(laughter).

At this stage a clerk handed Mr. Hett a
piece of paper, upon perusal of which Mr. Hett
said—I have been instructed to ask for an
adjournment.

The Puisse Judge—Who instructed you,
your clerk?

Mr. Hett—I wrote to the defendant, but he
does not get out of bed until three o'clock.

The Puisse Judge—Well, fix the case for the
morning, then (laughter). Can he get up early
for once?

Mr. Hett thought he could, and the hearing
of the action was fixed accordingly.

ROYAL HONGKONG YACHT CLUB.

COMMODORE'S CUP.

On Sunday, the race for three very handsome
prizes presented by Hon. Mr. H. E. Pollock,
K.C., Commodore of the Club, was sailed. At
11 o'clock with a very light breeze from the
East a start was made for Kau-chau rock,
some twelve miles there and back. *Dione*,
Bonito, *Min* and *Kathleen* were the first to
cross the line, and with *Vernon* and *Chanticleer*
started down the centre of the fair way.
Alannah, *Elsbeth*, *Gloria* and *Doreen* kept nearer
the Hongkong shore, though *Elsbeth* was the
only one who profited by doing so. Of those
in the fair way, *Chanticleer* soon strung out a
long lead, but on arriving at Green Island
Elsbeth was found to be ahead. From here to
the rock there was a fine northerly wind, and the
yachts went away at a great pace. *Elsbeth*, going
very well, steadily increasing her lead, till on
rounding the rock she was about 2 minutes
ahead of *Chanticleer*, 4 ahead of *Vernon*, 6 of
Min, and 7 of *Kathleen*, while *Dione* and *Bonito*
were quite 5 minutes behind these, the rest out
of sight. It now looked as if the one designer
were clear out of it, and that the Cup would
go to *Chanticleer*. But in yacht racing a race
is never lost till it is won, and in the fresh
breezes *Min* and *Kathleen* began to rapidly pick
her up, though *Vernon* and *Elsbeth* were still
going away. *Elsbeth* then ran into a calm
patch, when about half a mile from the finish
and *Vernon* went too far over to Stonecutter's.
Chanticleer, *Min* and *Kathleen* all close together
were then all practically becalmed close to
the Sulphur Channel. *Kathleen* got the breeze
from the East first and went about into the
fair way, and then *Min* got it, but stuck to
the Hongkong shore, both leaving
Chanticleer standing in her calm patch, from
which she did not seem to make any great effort
to get out of. When *Min* and *Kathleen* met
again, it was soon seen that the former would
save her time on *Elsbeth*, and *Pearce* is to be
congratulated carrying off the very fine bowl.
Elsbeth had had luck on not actually winning
outright, as she went better than she has ever
done, though no doubt the very nice little cup as
third prize will remind her owner of one of the
most interesting though rather fluky races ever
sailed in Hongkong. After the race was over,
all adjourned to the Commodore's launch, when
the prizes were presented.

Times—
Elsbeth ... 1 53 31
Min ... 1 53 40
Kathleen ... 2 01 42
Vernon ... 2 03 38
Chanticleer ... 2 12 42
Dione ... did not finish
Bonito ... 2 23 13
Alannah ... 2 32 53
Gloria ... 2 35 29
Doreen ... 2 58 10

THE CONNAUGHT RECEPTION
COMMITTEE.

We have been supplied by Mr. C. H. Beavis,
the hon. secretary, with the following list of
names of the Connaught Reception Committee:
His Honour Sir Francis Pigott (Chairman)
The Hon. Mr. C. W. Dickson
The Hon. Mr. A. W. Bavin
The Hon. Mr. L. A. W. Barnes
The Hon. Mr. Dr. Ho Kai
The Hon. Mr. Wei Yuk
The Hon. Mr. R. G. Shewan
The Hon. Mr. Gershom Stewart
The Hon. Sir C. P. Clatter, C. M. G.
Mr. E. J. Daley
Mr. E. A. Howitt
Mr. J. E. M. Smith
Mr. D. R. Law
Mr. S. R. Dunn
Mr. Leung Pui Chi
Lt-Col. C. H. Price, D. S. O.
Capt. Savory, R. N.
The Hon. Mr. H. E. Pollock, K. C.
The Hon. Mr. Sir Henry S. Derkeley
The Hon. Mr. T. Scramble Smith
Mr. E. H. Sharp, K. C.
Mr. S. A. Levy
Mr. E. A. Shellin
The Committee was appointed by H. E.
The Governor and having power to add to their
number added the gentlemen whose names are
marked with an asterisk.

POLICE COURT.

Monday, January 29th.

BEFORE MR. F. A. HAWLAND (FIRST
POLICE MAGISTRATE).

A LARGE GAMBLING SCHOOL.

At the instance of Detective Wilden, 48
natives were charged with playing fantan at No.
37, Market Street, Hongkong, on Sunday. The
first six defendants were further charged with
being the keepers of the game.

Lakong Wong Po said when he visited the
school the doors of the room were open, and he
observed the first six defendants were the
keepers of the game, while the others were
playing.

After hearing further evidence his Worship
convicted the first defendant of being the
keeper of the game, and fined him \$100 or two
months' imprisonment. The second, third,
fourth, fifth and sixth defendants he found not
guilty on the charge of being keepers, but
found them guilty of gambling, and, together
with the others, ordered them each to pay a
fine of \$3 or go to gaol for seven days. The
money and implements of gambling found he
ordered to be forfeited to the Crown.

GAMBLING IN THE THEATRE.

Three natives were convicted of gambling in
a Chinese theatre, and his Worship, in fining
them \$3 each, said the practice must be put
down. They did not go to the theatre to gamble
but to see the play.

BEFORE MR. C. D. MELBOURNE (SECOND
POLICE MAGISTRATE).

ILLICIT OPIUM.

Wong Yan and Chau Ping were charged
with being in possession of 39 taels of opium
without a permit from the Opium Farmer.
The latter was further charged with selling and
dealing in opium without being duly licensed.
The first defendant admitted the charge, while
the second denied the two preferred against
him.

His Worship found both guilty and ordered
them to pay a fine of \$300 each, in default,
three months' imprisonment.

GAMBLERS.

Three Chinese were charged with keeping a
common gaming house at No. 26, Tai Ping
Shan Street, and ten more were charged with
gambling therein, all the defendants were
charged on a second count with having in their
possession instruments fit for unlawful purposes
with intent to use the same for such unlawful
purposes, and with being unable to give a satis-
factory account of their possession thereof.

Chief Detective Inspector Hanson prosecut-
ed, and Mr. R. C. Master (of Messrs.
Johnson, Stokes and Master) appeared for the
first and fourth defendants, who pleaded not
guilty; the remainder admitted the charges.

Detective Choi Tim, declared, said that at
about noon on the 20th instant he visited No.
26, Tai Ping Shan Street, and ascended to the
second floor. The door was open and he entered,
and saw all the defendants playing paikau.
The defendants noticed him enter, and he saw
the third with something in his hand; he
grabbed the defendant's arm, and on opening
his hand found that it contained a short knife.

Further witnesses were heard, who proved the
arrest of the defendants, and that a number of
them had small knives in their possession.
These knives, it was stated, were used for
cutting pockets open.

For the defence Mr. Master said there was
not the slightest evidence to prove that the first
defendant was keeper of the game. He might
have been in charge of the bank for a time,
but not all the time.

His Worship disagreed, but allowed Mr.
Master the opportunity of calling one of the
other defendants as a witness.

Mr. Master said he would endeavour to pick
an honest man. He called the sixth defendant,
who said he visited the houses when the police
were inside, and was arrested.

The other defendant denied being present.

His Worship found all the defendants guilty
on the first charge. He ordered the two
keepers to pay a fine of \$100 each, or go to gaol
for two months, while each of the other
defendants was fined \$10 or fourteen days. The
charge against the second keeper was remanded,
as he was in hospital. On the second charge
the third, fourth, seventh and ninth defendants
were each fined \$100 or two months, and the
remainder were discharged.

The *Foochow Echo* reproduces from an old
Shanghai paper (1869) an article from which
we extract the following for the benefit (we
hope) of many of our correspondents. "Who-
ever has learned to write at all, and is not
pained, can form his letters so that they can
be read; and whoever fails in this, does so
from one of two causes, gross negligence, or
still worse, affectation. What we maintain
is that a bad hand-writing is an immorality, an
offence against mankind. For it cannot be
disputed that the cumulative effects on society
of a long life of bad writing, constitute a far
greater evil than a single act of piracy or
murder, yet for these a man would naturally be
hanged. Daily irritation contributes either to
the amelioration or the deterioration of the
temper and the character—nearly always the
latter, of course. Hence it is a sin to provoke
one's neighbour to wrath. How great then must
be the turpitude of those who inflict incessant
worries on a large

PARIS.

[FROM OUR CORRESPONDENT]

December 22nd.

FRENCH NAVAL PROGRAMME.

France, while aware that she can never become as formidable a sea-power as Great Britain, has no intention to let her fleet be surpassed by that of Germany. The French fleet at the present moment is superior to the German fleet. So far, so good. In view of Germany's intention to give an extraordinary increase to her fleet, France too intends to do the same, so as to maintain her superior position; the French naval programme ensures this in future. The French Admiralty believe that the annual sum expended on the Navy, and which amounts to 120,000,000 francs, is sufficient, until Germany has voted her 1930 programme, when it will be necessary for M. Rouvier, as the French Chancellor of the Exchequer, to be more liberal. In 1906, the French naval authorities will ask for the laying down of three new battleships, or one division more. A second division will be built in 1907. The French Navy will profit in the construction of these vessels—like all other navies—from the lessons of the recent Russo-Japanese war. The fighting units will be individually as powerful as possible. The new French battleships will be vessels of 18,000 tons, with a speed of 19 knots, and armed with four 305 mm. (12.5 in.) and twelve 240 mm. (9.5 in.) guns, whereas the last iron-clad constructed was of 14,800 tons, with a speed of 18 knots and was armed with four 305 mm. (12.5 in.) and ten 194 mm. (7.5 in.) guns. The new units will yield on no point to those being constructed in other countries—Germany included.

WOMEN SURGEONS.

The woman house surgeon in this capital is receiving considerable attention by hospital authorities. For the examinations, which are now approaching, there are no fewer than 615 candidates to be disposed of. Six of the number are women who record as medical students aural well for their success. The position of woman hospital surgeon in Paris goes more by the results of competitive public examination than by anything else.

PARIS WATER SUPPLY.

Bad water is a familiar thing to Parisians. M.M. Moreau and Rendu have just laid before the Municipal Council their very important report on the water supply of the French capital. The report states at the outset that the water supplied to Paris, which has cost nearly £12,000,000, is far from irreproachable. For spring water, sand-beds do not filter adequately, nor are they to be commended for river water, except under conditions which do not at present exist. M.M. Moreau and Rendu, propose to borrow £12,000,000, in order to remedy the evil—a growing one, so far as Paris is concerned. They further urge that recourse should be had to chemical ozone, which they allege would render the water all that could be desired. Where is the money to come from? It is for M. Rouvier to answer that question.

THE CONSUMPTION CURE.

Although Behring's anti-tuberculous vaccine is still an impenetrable mystery so far as human beings are concerned, Chauvin, of the French Academy of Sciences, declares that the question is already beyond the region of doubt, though up to the present the vaccine has not passed from the laboratory to the general practitioners. In Germany, Italy, France, and Hungary, men capable of research have used it with success for four years past, though the number of cattle inoculated, which in France exceeds 14 millions, is comparatively insignificant, a few in each country except Hungary, where some thousands have been treated, and the treatment we are told is an easy one to apply.

TOKYO TESTS.

It is becoming quite clear that the French Minister of Marine has but one object—to improve the French Navy in every possible way, and to bring it up to date. Some very interesting as well as instructive torpedo tests have been in progress off Cherbourg during the past few days, when torpedo-boats and submarines employed the armoured gunboat *Ceyteus* as a target. The tests practised launching torpedoes at the gunboat from long distances, of which a record will be kept for purposes of study. Submarine torpedo work is still defective, as despite the periscope, these boats are still "blind." The Minister of Marine attaches the greatest importance to these long distance tests and all the torpedo flotillas along the Channel coast are to be put through them in succession.

A STAFF RIDE.

A remarkable fine piece of military riding has just been accomplished in perfect condition by a French detachment of twenty men of the 4th Dragoons, commanded by the Colonel, who was assisted by a captain and three lieutenants. Leaving Chambéry at 6.30 a.m. the party reached Vizille at 2.30 p.m., having thus covered 48 miles without a single stop. At 4 p.m. the march back to Chambéry was begun, the route being via Grenoble and Les Echelles. Various manoeuvres and reconnaissances were carried out on the road, and after all stops and the night's rest, the detachment marched into Chambéry at noon next day, having in all covered 121 miles in the space of 28 hours.

TROPICAL BOTANY.

M. Auguste Chevalier, who returned a few days ago to Paris from West Africa, where he went to study agricultural botany for the French Government, delivered a very interesting lecture last night—the result of his keen observations. He found orange cultivation in

the Fouta-Djallon region so far advanced that these really fine fruits were almost ready for the Paris market. On the Ivory Coast, indiarubber planting gives great promise. In the opinion of the explorer, the Portuguese Colony of San-Thomé is a magnificent school for experiment which should be studied by all those interested in tropical botany and African agriculture. M. Chevalier also explored Lake Chad in the general interests of science.

NAVIES OF THE WORLD.

COMPARISON OF SHIPS COMPLETED DURING THE YEAR.

A London paper makes the following survey of the progress made during 1935 by the nations in building up their fleets.

The most active foreign Powers have been Germany and the United States.

Great Britain has launched during the year two battleships and four armoured cruisers. France has launched one battleship and one armoured cruiser, Germany two battleships, Russia one battleship, Italy a battleship and an armoured cruiser, Japan two battleships and four armoured cruisers, and the United States four battleships and one armoured cruiser.

The British battleships are the *Africa* and *Hibernia*, of 16,350 tons, and they are individually heavier than any of the other battleships launched.

The list of vessels completed and commissioned by the various Powers shows that Great Britain has put five battleships and four armoured cruisers into service; France one armoured cruiser, Germany two battleships and two armoured cruisers, Russia no large vessels at all, Italy one armoured cruiser, Japan no vessels at all, and the United States five battleships.

The British battleships are of the *King Edward VII.* class, and are of the same displacement as the vessels launched, the German battleships are the *Hessen* and *Preussen*, of 13,000 tons, while the United States battleships are the *Rhode Island* and her sisters, with a displacement of rather more than 14,000 tons each.

How far then does this progress of the past twelve months affect the relative strength of the Powers at sea? The following tables show the battleships and armoured cruisers, smaller craft being more or less negligible quantities—

Country.	Built.	Bldg. Projected.
Great Britain	5	3
France	20	6
Russia	7	5
Germany	13	4
Italy	14	4
United States	17	3
Japan	5	2

ARMOURD CRUISERS.

Great Britain	30	4
France	19	1
Russia	3	2
Germany	6	1
Italy	6	1
United States	11	9
Japan	8	2

The outlook suggests increased activity. France's new shipbuilding programme, which is now before the Chamber, comprises sixteen battleships, three large armoured cruisers, and fifteen smaller armoured cruisers, and of these three battleships are to be laid down during 1936.

No definite shipbuilding programme has been announced for Russia, but as soon as internal affairs are more settled it is fairly certain that a reconstruction of the navy will be undertaken. The German Navy Act of 1906 is still being pushed rapidly forward, and the work of replacing the older ships of the navy will be begun in 1906, when the old *Bayern* and *Sachsen* will be removed from the active list, and two new vessels laid down in their stead. A supplementary Bill, to allow for the construction of six armoured cruisers, is before the Reichstag, but in the meantime there is only one more of the 1906 programme to be laid down.

Italy is content for the present to carry on the work she has in hand, which includes the completion of three battleships, the launching of one more, the *Roma*, with the completion of the armoured cruiser *San Giorgio* and the launching of the *San Marco*, which is on the stocks at Castellamare.

The new United States programme is not yet made public, the three vessels in the projected category having been authorised by Congress in 1905, but not yet laid down. Japan has two battleships projected for 1906—one to be built at Kure, and the other at Yokosuka, both of 18,000 tons displacement—and two armoured cruisers of 14,000 tons each, both to be built at Kure.

It will be noted that 18,000 tons is the displacement of the battleships mentioned. This further appears to have been tacitly decided upon by the principal Powers as representing the efficient mean of the modern battleship.

Great Britain is building an experimental example in the *Dreadnought*. France proposes to lay down three 18,000-ton battleships next year. Germany has already announced her intention to build a class of six vessels of this same tonnage.

The United States Naval Construction Board is about to submit plans to Congress for a new type of 18,000-ton battleship. Italy alone of the great naval Powers adheres to the small, mobile type of battleship.

It has lately been reported that Japan intends to lay down battleships of 22,000 tons, carrying fourteen 12-inch guns. Such a leap forward is regarded by experts as highly improbable.

The statement may probably be traced to an article in the *Life* *Shimpo* upon Japanese naval progress, which stated:

"Some of our best ships are already out of date, and everything goes to indicate the necessity for building larger ships, with much heavier armaments and higher speed. In the view of the progressive school of naval designers, the battleship of the near future will probably be a vessel displacing 22,000 tons, with an armament of fourteen 12-inch guns and a speed of twenty knots; while the future armoured cruiser will have a displacement of 15,000 tons and a speed of twenty-five knots."

This is a more forecast, without any official authority, and certainly does not justify the definite statements which have been made that Japan intends forthwith to build such vessels.

It is pointed out that there is no novelty in the suggestion of these leviathan battleships. The only feature would lie in crowding more weight of primary armament into one hull, and this is held to be a policy of questionable wisdom.

The waste of labour, like the waste of land, is a national sin—Professor Long in *The Daily Chronicle*.

Slaves may have wrongs, but only a race that has fought itself free may have any rights.—William Allen Wright in *The Atlantic Monthly*.

CANTON-HANKOW RAILWAY.

SAMSUI BRANCH.

Mr. C. W. Mead, late Chief Engineer of the Canton-Hankow Railway, contributes a copiously illustrated article on the survey and partial construction of this line to the *Far Eastern Review* of the current month. He says:

Leaving Canton the line runs N. up the Pearl River about 30 miles where it strikes across to the Kei River following the railway about 100 miles to Shao Chou, thence up the Wei River to near its headwaters, where it crosses a range of mountains into the headwaters of the Lo River, which flows N. into the Siang and Yangtze, then following the Lo, Siang and Yangtze valleys to Wuchang on the S. side of the Yangtze opposite Hankow. The line traverses a country rich in both agricultural and mineral resources, and thickly settled except in the mountainous districts and some of the flooded sections of the Yangtze and Siang River valleys.

Approximately the main line is 750 miles in length, and there are about 150 miles of branches, of which the most important is the Canton-Samsui line which has been constructed and in operation for 2 years. An important feeder leading from Ping Hsiang to Chu Chou, about 60 miles, has been constructed, and is now in operation. This will bring the products of the Ping Hsiang coal mines, owned and operated by H.E. Sheng Kung Pao, to Chu Chou, where they will be transhipped to the Tien Yang Iron Works, also owned and operated by Sheng.

SURVEY OF THE LINE.

A reconnaissance survey was run over the entire line by Wm. Barclay Parsons in 1899-9. Since then preliminary surveys have been run from Canton N. nearly 150 miles, and 100 miles of same generally located. On the N. end, preliminary location lines have been run from Ye Chow, at the mouth of the Siang River, to Chu Chou, the point of intersection with the Ping Hsiang branch. This is a distance of 150 miles, and is probably the portion which will be first constructed. This section, in connection with the Ping Hsiang-Chu Chou branch will deliver coal and coke to the comparatively deep water navigation of the Yangtze, and will be distributed along the lower Yangtze by boat.

The Canton-Samsui branch for the first 14 miles out from Canton runs over a flat country of alluvial formation and entirely covered with rice fields, cane, and vegetable gardens. This country is cut by many tidal streams, some of them being 125 ft. wide and very deep. Beyond Chai Hsi the country assumes a broken aspect, and many low ridges separate the various valleys across which the line runs. These ridges are mostly of soft sandstone, only one roof of hard rock being found, and that was a black basalt at Wong Ting See, 3 miles N. of Sui Nam. The entire country except the ridges would be subject to overflow except for dykes which are about 7 ft. near Canton, while at Samsui the main dyke is 30 ft. high. All the streams crossed are navigable for some kind of craft at some time during the year, and this fact forced an ascending and descending grade at the principal crossings.

The first 10 miles of this branch to Fatsien is double-tracked and the last 20 miles is single-tracked. The double-tracked portion has 13 ft. centres and 3 ft. roadbed; is laid with 75 lb. steel rails on steel ties and ballasted with broken stone on the Canton end and sand on the Fatsien end. The single-tracked line has a roadbed 18 ft. wide, is laid with the same weight rails upon Japanese oak ties, and is entirely sand ballasted. The alignment is very good.

ENGINEERING DIFFICULTIES.

The only engineering difficulties on this division are the bridge foundations, which were made by first driving piles to a depth sufficient to give a bearing power of 12 tons on each pile. The required resistance to penetration was usually obtained in a strata of coarse quartz sand which lay from 30 to 50 ft. below the surface and varied from 2 to 4 ft. in thickness. In some cases a bearing power of only 6 or 7 tons could be obtained, in which cases special designs were made by putting in more piles and covering more ground. The piles were cut off below water-level, all the soil taken out from between them, and coarse stones were rammed in to within 2 ft. of their tops upon which concrete was built to sub-grade and granite bridge seat put on. The spans are of 10, 15, 20, and 30 ft. deck girders, and 45 and 60 ft. through girders. There is one bridge across the Samsui River with 96 ft. spans and three other bridges on the line 120 ft. long, which have 60 ft. and two 30-ft. girders. Several box and arch concrete culverts were used, and arched road crossings of low grade. Short spans were used for economical reasons as steel laid down at the bridge sites was costly, while the cost of foundations was low owing to cheap material and labour. The ease in handling short spans with unskilled labour was a large factor, and at all times a tendency to use the most economical condition to that found in Europe and America.

Only one permanent station was constructed and that at Fatsien. All others are small and temporary and put in at an average distance of 2 miles, thus giving the traffic an opportunity to develop and decide where stations were necessary. The Fatsien Station is a fairly handsome 2-story structure built of brick and wood and the cost was about \$15,000. Hongkong currency. A black and white repair shop was established at Shek Wei Tong, which is complete enough to make all necessary assembling of rolling stock for the division and keep it in repair. This shop is entirely operated by Chinese workmen.

CHINESE CONTRACTORS.

With the bland-like simplicity of the Chinese there was no trouble in finding would-be contractors who would undertake any kind of a contract for any price and agree to complete it in any time required. Experience taught the engineers that the Chinese were able to contract for earth embankments and shallow cuts, while all other work was more economically performed by using foreign foremen or letting the work to foreign contractors. At best it was slow and costly as all the workmen had to be first taught, and there were no experienced foremen or reliable foreign contractors available. The building of this line was not only a school to the Chinese employed but it taught the engineers in charge how to take advantage of the peculiar conditions in China. That this schooling was valuable was clearly proven by the greatly reduced cost of the work performed on the main line after the completion of the branch.

METHODS AND COST OF CONSTRUCTION.

Many unique methods of construction were used, some original and others older than the Chinese, although new to foreigners. In the construction of embankments the Chinese were fairly adept for the reason that they had been constructing dykes for hundreds of years. They entirely ignored the use of wheelbarrows or other methods of transportation except baskets. They were finally broken in to use wheelbarrows and small carts carrying about 1 cub. yd. For the transportation of materials

less than 100 ft., baskets were found to be more economical, while for moderately short hauls the wheelbarrow proved the best. The cars were used in long hauls of 1,000 to 2,000 ft., and at a distance of 2,000 ft., ordinarily soft-cut material could be piled, shored into the cars and delivered into an embankment 200 ft. away for from 2 to 25 cts. per cubic yd. Cost of overhead by cars was about 4 cts. per cub. 100 ft., while overhead by basket or wheelbarrow was from 1 to 2 cts. per yd. The cost of embankments to a height of 4 or 5 ft., through rice fields, was from 10 to 12 cts. per cub. yd., the cost increasing as to height of embankment, coming up to 18 or 20 cts. in some of the highest. These prices obtained on the main line after the completion of the branch. The cost of rock excavation ran from 60 cts. on the softer sandstones to \$1.40 on hard trap per cub. yd.

Piles cost from 25 to 35 cts. per lin. ft., according as they were 25 or 50 long. The piles used were Chinese pine brought many hundreds of miles from the headwaters of the North and West Rivers. This wood is very poor—something like basswood—but is the best available and answers fairly well for pile foundations, but great care has to be used in driving to avoid breaking. A diameter of from 14 to 16 ins. at the butt is about the extreme size that is obtainable. The driving cost about \$3 each. At the larger bridges steam drivers were used and at the smaller one hand drivers. The hand drivers were hand-made and operated with a whip. One of the drivers was fitted with a treadmill arrangement for raising the hammer, and it was found that the same number of coolies would drive twice as many piles as was mounted in a day as by hand, and the manner of working appealed to them more strongly than raising the hammer by turning a crank.

Concrete for bridge foundations were composed of 1 part cement, 3 parts sand, and 5 parts broken stone. This cost in places from \$10 to \$14 per cub. yd., exclusive of cost of cofferdams when used, which added from \$10 to \$25 per cub. yd. The cement used was the "Green Island" brand, which is one of the best cements in the Orient and very satisfactory to use on account of its uniformity. Sars of a most excellent quality was found in the immediate neighbourhood while the broken stone came from the North River and cost about \$2 per cub. yd. Oregon Pine was used for forms, false work, etc., and cost in Canton \$70 per 1000 ft.

ROLLING STOCK.

The rolling stock is all of American make. Eight second-hand locomotives of the *Mountain* type, built in 1904, were bought for \$33,000 gold each, and sent out for temporary and construction purposes. The standard locomotives weigh about 80 tons complete and were built by the Pittsburgh Locomotive Works. Two of them are in use now and they are very common-sense and up-to-date machines. Twenty 40-ton flatcars were sent out before the branch was completed and it was necessary to transform these into temporary passenger coaches. This was done by the use of rough Oregon Pine, boarding them up half way, putting on a roof covered with "P. & B." roofing, and furnished with four long benches running lengthwise of the coach. The first class coaches were the same except the benches were either covered with Canton matting or replaced with bamboo chairs and had Canton matting on the floors.

The next step was the conversion of boxcars into passenger coaches, which was performed by putting in benches and cutting down the windows on either side. After a few months first, second and third-class coaches were sent out, also baggage cars.

THE MAIN LINE.

Construction was begun on the main line in January, 1904, and entirely suspended in October of the same year. During this time 12 miles were practically completed from Canton to Kei Tong, with the exception of laying the line 120 ft. long, which have 60 ft. and two 30-ft. girders. Several box and arch concrete culverts were used, and arched road crossings of low grade. Short spans were used for economical reasons as steel laid down at the bridge sites was costly, while the cost of foundations was low owing to cheap material and labour. The ease in handling short spans with unskilled labour was a large factor, and at all times a tendency to use the most economical condition to that found in Europe and America.

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LATEST STEAMER MOVEMENTS.

The M.M. str. *Touane*, with the next French mail, left Singapore yesterday, at 4 p.m. for this port via Saigon.

The P.M. str. *Korea* left Shanghai on Saturday, at 11 p.m., and is expected to arrive here to-day, at 8 a.m.

The P.M. str. *Manila* arrived at Yokohama from San Francisco on the 27th. Her departure from this port is yet uncertain.

The C.P.R. str. *Athenian* arrived at Shanghai at 3 p.m. on Saturday, the 27th Jan., and left again at 10 p.m. same day for Nagasaki, where she was due to arrive at noon yesterday.

The A. & O. Line str. *Yeddo*, from New York, left Singapore on the 28th inst., and may be expected here on the 4th Feb.

LONG HING & CO.

IMPORTERS OF HIGH CLASS CAMERAS. NO. 17, QUEEN'S ROAD.

N. & G. SPECIAL B. 1 PLATE CAMERA. Fitted with ZEISS "PROTAR" Lens, Yellow Screen, and Leather Case	\$300.00
N. & G. "NYDIA" POCKET CAMERA, 1 PLATE, Fitted with ROSS Homocentric Lens and Leather Case	135.00
ROSS FOCAL PLANE CAMERA 1 PLATE, with 3 Dark Slides and Leather Case	140.00
No. 3a. FOLDING POCKET KODAK, with B. & L. PLATINUM Lenses	150.00
" 4. SORENO FOCUS " " GOERZ Lenses	135.00
" 4. CARTMIDGE " " " "	135.00
" 3a. FOLDING POCKET " " " "	120.00

RACES! RACES!! RACES!!!

"THE BURLINGTON."

UNDER NEW MANAGEMENT.

SPECIAL SHOW DAY, JANUARY 29th, 1906.

WE beg to inform our numerous CUSTOMERS that on the above date we shall show a large assortment of SMART HATS and TOQUES with other novelties for the RACE SEASON.

2, PEDDER STREET, OPPOSITE THE HONGKONG HOTEL.

Hongkong, 11th January, 1906.

THE BRITISH ARMY.

The returns respecting the distribution of the regular military forces in the last weeks of last year (says the *N. & M. Record*) shows that at home the proportion of units is being maintained in the normal condition to which it was gradually restored after the conclusion of the South African war. In the British Isles there are 18 regiments of cavalry, 15 batteries of Royal Horse Artillery, 43 Garrison Artillery companies, more than 50 companies or troops of Engineers, 68 companies of the Army Service Corps, all the companies of the Medical Corps (though there are many detachments abroad), 16 companies of the Ordnance Corps, and 7 battalions of Infantry. The Aldershot Army Corps has, of course the most complete organisation as a fighting force. Sir John French having under his command a cavalry brigade of three regiments, 20 infantry battalions (with four others stationed out of his district), three horse and 21 field batteries, and large proportions of the Royal Engineers of all kinds, and of the Army Service, Ordnance, and Medical Corps. In the Eastern Command under Lord Methuen, there are six cavalry regiments, in two brigades, and 21 infantry battalions; and in the London district, which is entirely surrounded by the Eastern Command, but does not form part of it, there are three cavalry regiments and six battalions, all Home-hold Troops, and a large number of battalions in artillery, the Woodstock headquarters of this important arm being within the command, and also in Engineers, Chatham being included, and the 18 companies of the Army Service Corps are only one less than the total in the Aldershot Army Corps. The Southern Command, under Ian Hamilton, and including the important establishments at Portsmouth, Plymouth, and on Salisbury Plain, is again strong in artillery, horse, field, and garrison, and has also 19 infantry battalions and 11 Army Service Corps companies. Ireland also contains a lot of regular troops; four cavalry regiments, 20 infantry battalions, 26 horse and field batteries, and 8 companies of Army Service Corps, as well as a large proportion of garrison gunners and engineers. Beside that of Ireland, the Scottish establishments consist of the principal units of the Northern Highland Brigade, the Northern (England) command has of cavalry one regiment, and of infantry two battalions, but includes 10 batteries; the Welsh and Midland Commands have three battalions as its principal regular strength; and the Channel Islands account for but two battalions and two companies of garrison gunners. South Africa now contains few regular troops compared with the totals there when the war was in progress. Five cavalry corps, 12 battalions, 14 batteries, five cavalry corps, and 8 Army Service Corps companies are the chief portion of the establishment scattered over Natal, the Transvaal, Orange River Colony, and Cape Colony. India is as usual the great employer of British troops abroad, having 9 cavalry regiments, 87 batteries and companies of artillery (horse, field, mountain, heavy, and garrison), 63 infantry battalions, and a very few engineers. In the Mediterranean there are at Malta eight companies of garrison engineers, seven garrison companies, three battalions, and four engineer companies; and in Egypt four battalions, a garrison company, and one engineer company. Bermuda employs one infantry battalion, three companies of garrison gunners, and two of engineers; the West Indies, two battalions, three garrison companies, and two engineer companies; Hongkong and China, one battalion, three garrison companies, and one company of engineers; the Straits Settlements, a battalion and two garrison companies; and Mauritius, a battalion and one company of engineers and two of garrison artillery.

GREAT BRITAIN AND JAPAN.

A CURIOUS COMMENT.

The *Reitner Tagblatt* publishes with unconcealed satisfaction a long letter received from an Tokyo correspondent, under date of November 12, in reference to "Japanese opponents of the alliance with England." This opposition is said to be led by Viscount Tani, Mr. Fukunoto, Sei, a young politician, and Mr. Ozaki Yukio, the Mayor of Tokyo. Viscount Tani says in the Conservative organ, *Nippon*, that the war with Russia was due to the first alliance between Great Britain and Japan. His opinion of the British Navy is curious: "England's Navy in Nelson's days was the best on the seas; a long peace has weakened it; it is perhaps weaker than the worst in the world, and its military system has reached the summit of decadence. Its officers are the sons of rich parents; they regard their service as a means of passing the time; they lack education and zeal. Their arrangements are wretched, and could not be improved in case of war. To throw ourselves into the arms of England is to commit suicide. Moreover, England is not a noble-minded nation. The horrible deeds of the Russian Baltic Fleet in the North Sea for a gally million of money, and allowed the Russian vessels to pass down the Channel. If England had really sympathised with Japan, then it would never have allowed the Russian warships to sail through the Channel."

CUTICURA

Soap, Ointment, and Pills the World's Greatest Skin Cures.

COMPLETE TREATMENT

For Every Humour, from Pimples to Scrofula, from Infancy to Age.

The agonizing itching and burning of the skin, as in eczema, the frightful scaling, as in psoriasis; the loss of hair and crusting of the scalp, as in scalded head; the facial disfigurement, as in pimples and ringworm; the awful suffering of infants and the anxiety of worn-out parents, as in milk crust, tetter, salt rheum, all demand a remedy of almost superhuman virtues to successfully cope with them. That Cuticura Soap, Ointment, and Pills are such stands proven beyond all doubt. No statement is made regarding them that is not justified by the strongest evidence. The purity and effectiveness, the power to afford immediate relief, the certainty of speed and permanent cure, the absolute safety and great economy, have made them the standard skin cures and humour remedies of the civilized world.

YEARS OF TORTURE

Itching and Painful Sores Covering Head and Body Cured By Cuticura.

"For fifteen years my scalp and forehead was one mass of scabs, and my body was covered with sores. Words cannot express how I suffered from the itching and pain. I had given up hope when a friend told me to get Cuticura. After bathing with Cuticura Soap and applying Cuticura Ointment for three days, my head was as clear as ever, and to my surprise and joy, one cake of soap and one box of ointment made a complete cure in one week." (Signed) H. B. Franklin, 717 Washington St., Allegheny, Pa.

Cuticura Soap, Ointment, and Pills are sold throughout the world. Agents: London, 21, Chancery Lane; Paris, 5, Rue de la Paix; Australia, 1, Victoria St.; New York, 10, N. 5th St.; Chicago, 10, N. 5th St.; San Francisco, 10, N. 5th St.; Hong Kong, 10, N. 5th St.

56-1

TYPE WRITERS

CLEANED, REPAIRED, OVERHAULED

TYPEWRITING WORK UNDER-

TAKEN. Charges moderate.

F. A. V. RIBEIRO

(late of the Hongkong Typewriting Bureau)

34, Queen's Road Central (Second Floor).

Hongkong, 25th October, 1905.

[91]

PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Baler.

Call Flag W.

J. W. KEW,

Hotel Mansions, 3rd Floor.

Hongkong, 8th August, 1905.

2807

RUINANT FERRE & FILS, REIMS.

Established 1719,

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality

Extra Dry (Green Seal).

LAUTS, WEGENER & CO.,

Sole Agents.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed Daily Press only, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Pansa. Codes: A.B.O., 5th Ed. Lube's.

P.O. No. 22. Telephone No. 12

NEW ADVERTISEMENTS

BEKANNTMACHUNG.

I, hiesigen Handelsregister A. No. 1 ist heute zu der Firma
A. SCHOMBURG & CO.
eingetragen worden:
Die dem
ERNST DORLACH
ertheilte PROKURA ist erloschen.
Pakhoi, den 16. Januar, 1906.
KAISERLICH DEUTSCHES
KONSULAT
297

TASTE

FUSSELL'S UNSWEETENED PURE
EVAPORATED CREAM

and you will have no other.
COLONISTS, Minors, Sailors, Yachtsmen
Hotel Proprietors, in fact Everybody
in all parts of the globe have pronounced it as
"Simply Delicious."

Sole Agent.

H. BUTTONJEE.

Hongkong, 30th January, 1906. 298

HONGKONG ICE COMPANY, LTD.

THE TWENTY-FIFTH ORDINARY
ANNUAL MEETING of Share-
holders will be held at the Office of
the General Managers, at 12.30 p.m. on
THURSDAY, 15th February, to receive a
Statement of the Company's Accounts to 31st
December, 1905, and the Report of the General
Managers.

The Transfer Books of the Company
will be closed from the 5th to 15th
February, both days inclusive.

JARDINE, MATHESON & CO.
General Managers.

Hongkong, 30th January, 1906. 301

HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.

THE TWENTIETH ORDINARY
ANNUAL GENERAL MEETING
of Shareholders of the above Company will be
held at the Registered Office of the Company,
Alexandra Buildings, Des Vaux Road, Central,
on SATURDAY, 10th FEBRUARY, 1906, at
NOON, for the purpose of receiving the Report
of the Directors with a Statement of Accounts
for the year ending 31st December, 1905.

The Transfer Books of the Company will be
closed from 3rd to 12th February, 1906, both
days inclusive.

J. D. HUMPHREYS & SON,
General Managers.

Hongkong, 30th January, 1906. 302

TO LET.

A T. QUEEN'S BUILDINGS, the Offices
(Ground Floor) lately occupied by
Hamburg-America Linie.

Apply to—
SIEMSEN & CO.
Hongkong, 30th January, 1906. 299

COMPAGNIE DES MESSEGERIES
MARITIMES

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship
"TOURANE,"
Captain Girard, will be despatched for the
above Ports on or about MONDAY, the 5th
February.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 17th January, 1906. 2

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship
"SEMINOLE,"
Tons 6050, will be despatched about end of
February.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 30th January, 1906. 300

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship
"HAICHING,"
Captain A. E. Hodgins, will be despatched for
the above Ports TO-DAY, the 30th inst.,
at 11 A.M., instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LAPELAK & CO.,
General Managers.

Hongkong, 29th January, 1906. 294

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship
"GREGORY APCAR,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M., of the
31st instant, will be landed at Consignees'
risk and expense into the hazardous and/or
extra hazardous Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited.

Consignees of Cargo from SINGAPORE
and PENANG are requested to take IM-
MEDIATE delivery of their Goods from
alongside, such Cargo impeding the discharge
of the Vessel will be landed and stored at
Consignees' risk and expense.

Bills of Lading will be countersigned by the
undersigned.

DAVID SASSON & CO., LD.,
Agents.

Hongkong, 29th January, 1906. 295

INTIMATIONS.

TO THE INHABITANTS OF THE
COLONY OF HONGKONG.

FREE VACCINATION.

TAKE NOTICE that VACCINATION
is performed Free of Charge at the
GOVERNMENT CIVIL HOSPITAL,
TUNG WAI HOSPITAL, ALICE
MEMORIAL HOSPITAL and NETHER-
SOLE HOSPITAL, on the days and at the
times specified below, and that you are strongly
advised to avail yourselves of this privilege and
attend at one of these places with your children
to be vaccinated in order to protect yourselves
from Small Pox.

G. A. WOODCOCK.

Secretary, Sanitary Board.

GOVERNMENT CIVIL HOSPITAL.

Every day except SUNDAY from 2 to 4 P.M.

TUNG WAI HOSPITAL: On the 1st day
of the month (Chinese reckoning) and
every alternate day subsequently, at 10 A.M.

ALICE MEMORIAL HOSPITAL: On
MONDAYS and THURSDAYS, at 12 NOON.

NETHERSOLE HOSPITAL: On WED-
NESDAYS and SATURDAYS, at 11 A.M.

Hongkong, 27th January, 1906. 284

CONNAUGHT RECEPTION.

It has been decided (subject to the approval
of His R. YAL HIGHNESS) to give a
Subscription Ball to the Community of
Hongkong to His ROYAL HIGHNESS PRINCE
ARTHUR OF CONNAUGHT, K.G., G.C.V.O.
on MONDAY, February 12th, at 9.30 P.M., in
the City Hall.

All British Subjects willing to subscribe are
invited to send in their names to the under-
signed. Those of other nationalities who wish
to subscribe will oblige by sending their names
in to their respective Consuls, who will forward
them to the Ball Committee.

The Subscription is (\$15) fifteen dollars,
which includes the female members of sub-
scribers' family residing under his roof.

In sending in applications, subscribers will
oblige by kindly giving their address, and
stating ladies who are to be included in their
subscription.

Intending subscribers will please send in their
names as soon as possible as the number of
tickets must be limited.

W. ARMSTRONG.

Hon. Sec. Ball Committee,
(c/o Butterfield & Swire.)

Hongkong, 25th January, 1906. 278

HONGKONG JOCKEY CLUB.

NOTICE.

THE 1906 RACE MEETING will be held
on MONDAY, 12th FEBRUARY, and
Two Following Days, not on the 1st, 2nd
and 3rd March, as previously arranged for.
In all other respects the programme as issued
will stand.

By Order.

T. F. HOUGH,

Clerk of the Course.
Hongkong, 4th January, 1906. 147

MADAME JAY'S.

No. 4, DES VAUX ROAD.

IMPORTERS OF
SMART MILLINERY
AND
CORRECT STYLES
OF
EVENING & DAY GOWNS,
HATS
JUST RECEIVED FROM PARIS:
A VARIETY OF CHIC WALKING
JACKETS;
"LADIES' CLOTH" in the NEW
SHADES;
A NEW MAKE in VOILS;
BEAUTIFUL LACE and SPANGLED
ROBES.

MADAME JAY'S have a NOTED
CUTTER from the "City of Paris,"
S.F., whose specialty is EVENING,
PRINCESS, and DANCING PROCKS.

Hongkong, 29th January, 1906. 290

S. MOUTRIE & CO.,

LIMITED.

14, QUEEN'S ROAD,

ARE

REMOVING

ON THE

31st JANUARY

TO

YORK BUILDINGS,

CHATER ROAD,

(Late ORIENTAL INDUSTRIES)

Next Door to Messrs. KROSE & Co.

S. MOUTRIE & CO., LIMITED.

14, Queen's Road

(Entrance in Zetland St.)

Hongkong, 30th January, 1906. 213

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING of ZETLAND
LODGE will be held at the FREE-
MASON'S HALL, on THURSDAY, the
1st February, at 8.30 for 9 P.M. precisely.
Visiting Brothers are cordially invited to attend.
Hongkong, 29th January, 1906. 289

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions
from the Hon. THE DIRECTOR OF PUBLIC
WORKS, to Sell by Public Auction
TO-DAY (TUESDAY),
the 30th January, 1906, at 11 A.M., at the
Government Stores, Warehouse,
SUNDREY CONDEMNED,
AND OBSOLETE STORES,
Comprising—
A Large Quantity of COLOURED PAINTS,
BRASS TAPS, TILES, IRON STOVES
and GRATES, FENCIBLES, OLD IRON,
&c., &c., &c.

TERMS:—As usual.

HUGHES & HOUGH.

Government Auctioneers.
Hongkong, 23th January, 1906. 282

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by Public Auction,
TO-MORROW (WEDNESDAY),
and
THURSDAY,
the 7th and 8th February, 1906, commencing
each day at 2.30 P.M. sharp, at "St.
ANDREW'S," Barker Road, The Peak,
THE WHOLE OF THE
VALUABLE HOUSEHOLD
FURNITURE,
Therein contained comprising—
MAPLES and MARINBURK'S MANU-
FACTURES, BECHSTEIN PIANO,
BEDS, CURTAINS, CUTLERY, ELEC-
TRO-PLATE, SMALL QUANTITY OF
HOUSE and TABLE LINENS, CARPETS,
2 MOSQUITO HOUSE FANES, GAS
FITTINGS, CHAIRS, JINRICKSHAS,
CAMERA COMPLETE, ONE TELESCOPE
on STAND, GAR BEN HOSE and ROL-
LER, GARDEN SEATS, CROQUET and
BOWLS (new), FOWLS, and a large Assort-
ment of PALMS, FERNS, ORCHIDS, and
other PLANTS.

The downstairs Furniture and part of the
Plants will be sold on Wednesday and the Bal-
room Furniture and remainder of the Plants
on Thursday.

On View—Monday and Tuesday, the 5th and
6th February.

Catalogues will be issued.

TERMS:—As usual.

For further particulars, apply to
HUGHES & HOUGH,
Auctioneers.

Hongkong, 25th January, 1906. 283

INSURANCES

NORTH BRITISH AND MERCAN-
TILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1904,
£17,161,289.

I. AUTHORIZED CAPITAL, £3,000,000
SUBSCRIBED CAPITAL, £2,500,000
PAID-UP CAPITAL, £87,500 0 0
II. FIRE FUNDS, £3,001,263 12 9

The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 30th June, 1905. 1567

AACHEN AND MUNICH FIRE IN-
SURANCE CO.

OF AIX-LE-CHAPPELLE

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.

Hongkong, 21st April, 1897. 113

L'UNION OF PARIS FIRE INSURANCE
COMPANY, LIMITED

THE Undersigned having been appointed
AGENTS for the above Company are
prepared to accept Risks against Fire at current
rates.

SIEMSEN & CO.
Hongkong, 1st January, 1904. 29

"JANUS"

LIFE & ANNUITY INSURANCE CO.,
HAMBURG.

ESTABLISHED 1848.

ASSETS PER 31st DECEMBER, 1904,
Mks. 53,400,000—equal to £2,600,000.

THE UNDERSIGNED, having been ap-
pointed GENERAL AGENTS of the
above Company for Hongkong and China, are
prepared to accept LIFE and ANNUITY
Insurances, as well as to issue ACCIDENT
Policies at the most liberal terms ever offered
in the East.

SIEMSEN & CO.
Hongkong, 1st January, 1906. 155

BOARD AND RESIDENCE

FIRST-CLASS BOARD & RESIDENCE
AT
"BRASSIDE."

A LARGE AND COMMODIOUS
RESIDENCE standing in its own
grounds, with Tennis Courts, Good Dining and
Reception Rooms, Large Airy and Well
Furnished Bedrooms, every home comfort. Fine
View of the Harbour; Terms moderate.

Apply to—Mrs. F. W. WATTS,
"Brasside," 20, Macdonnell Road
(late of "Tang Yuen.")

Hongkong, 27th June, 1905. 43

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD,"
27, CAINE ROAD,
Hongkong, 20th September 1905. 2165

BOARD AND RESIDENCE.

LARGE FRONT ROOM in Knutsford
Terrace, suitable for Married Couple or
two Young Men. Two beds. Verandah.

Apply to—
Care of "Daily Press" Office.
Hongkong, 16th January, 1906. 2236

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on
sale daily at Mr. H. BUTTONJEE'S
KOWLOON STORE, No. 36, Elgin Road
and Mr. AH YAU'S FERRY WHARF
STALL.
Hongkong, 22nd December, 1903.

PUBLIC COMPANIES

THE WEST POINT BUILDING
COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the
EIGHTEENTH ORDINARY
MEETING of Shareholders in this Company
will be held at the COMPANY'S OFFICES,
Victoria Buildings, on THURSDAY, the 1st
FEBRUARY, 1906, at 11.30 o'clock A.M., for the
purpose of receiving the Report of the Directors
together with Statement of Accounts for the
year ending 31st December, 1905.

THE REGISTER of SHARES of the Com-
pany will be CLOSED on SATURDAY,
the 20th January, to THURSDAY, the 1st
February (both days inclusive), during which
period no transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the

HONGKONG LAND INVESTMENT AND
AGENCY CO., LD.,
General Agents for the

West Point Building Co., LD.
Hongkong, 11th January, 1906. 193

THE HONGKONG LAND INVESTMENT
AND AGENCY CO., LD.

NOTICE IS HEREBY GIVEN that the
SEVENTEENTH ORDINARY
MEETING of Shareholders in this Company
will be held at the COMPANY'S OFFICES,
Victoria Buildings, on THURSDAY, the 1st
FEBRUARY, 1906, at 12 o'clock Noon, for the
purpose of receiving the Report of the Directors
together with Statement of Accounts for the
year ending 31st December, 1905.

The REGISTER of SHARES of the Com-
pany will be CLOSED on SATURDAY,
the 20th January, to THURSDAY, the 1st
February (both days inclusive), during which
period no transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 11th January, 1906. 192

THE KOWLOON LAND & BUILDING
COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the
SEVENTEENTH ORDINARY
MEETING of Shareholders in this Company
will be held at the COMPANY'S OFFICE,
Victoria Buildings, on TUESDAY, the 6th
FEBRUARY, 1906, at 12 o'clock Noon, for the
purpose of receiving the Report of the Directors
together with Statement of Accounts for the
year ending 31st December, 1905.

The REGISTER of SHARES of the Com-
pany will be CLOSED on MONDAY,
the 29th January, to TUESDAY, the 6th
February (both days inclusive), during which
period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the

HONGKONG LAND INVESTMENT AND
AGENCY CO., LD.,
Agents for the

Kowloon Land & Building Co., LD.
Hongkong, 19th January, 1906. 250

THE HONGKONG, CANTON & MACAO
STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-NINTH ORDINARY
HALF-YEARLY MEETING of
SHAREHOLDERS in the Company will be
held at the Office of the Company, HOTEL
MANIONS, on THURSDAY, the 15th
FEBRUARY, at 11 A.M., for the purpose of
receiving a Report of the Directors, together
with a Statement of Accounts, declaring a
Dividend, confirming the appointment of
Directors and electing Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 2nd to the 15th
February, both days inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 25th January, 1906. 220

CHINA TRADERS' INSURANCE
COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY GENERAL
MEETING of the CHINA TRADERS'
INSURANCE COMPANY, LIMITED, will
be held at the Registered Office of the Com-
pany at Queen's Buildings, Victoria, in the
Colony of Hongkong, on FRIDAY, the
SIXTEENTH day of FEBRUARY, 1906, at
12 NOON, for the purpose of considering and
if thought fit passing the subjoined special
Resolutions. Should the said Resolutions be
passed by the required majority, they will be
submitted for confirmation as Special Resolu-
tions to a Second Extraordinary General
Meeting which will be subsequently convened.

Dated the 25th January, 1906.

By Order of the Board,
JAMES WHITTALL,
Secretary.

RESOLUTIONS:

(1) That the Articles of Association of the
Company be altered in the following
manner:—

The following Article shall be sub-
stituted for Article 130, namely:—

130. The Board, through its Secretary, shall
make Yearly Statements of the Accounts
of the Company from the 1st day of
January to the 31st day of December, in
each and every year, which shall be duly
audited and presented to the Shareholders,
at each of the Ordinary Meetings of the
Company, together with a Report on the
general position of the Company.

(2) That the Board, through its Secretary,
shall make a Statement of the Accounts of
the Company as from the 1st day of May,
1905, to the 31st day of December, 1905,
which shall be duly audited and presented to
the Shareholders at the next Ordinary
Meeting of the Company to be held during
1906 and that, inasmuch as the Accounts
of the Company have already been audited
and presented to the Shareholders to the
30th April, 1905, no further or other
Statements of the Accounts of the Com-
pany for the year 1905, shall be called for
by or presented to the Shareholders in
respect of Article 130 as this day
substituted.

281

CARTRIDGES.

IMPORTED EVERY MONTH. THERE-
FORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE
and KYNOC'S SPORTING
CARTRIDGES, 8, 10, 12, 16, and 20 BORE
and NEWCASTLE CHILLED SHOT in all
Sizes, Nos. 10 to SSG. AIR GUNS and
AMMUNITION in Variety.

WM. SCHMIDT & CO.
Hongkong, 29th November, 1902. 2349

TO LET

TO LET.

NEW "KINGSCLEERE" with Stables
entrances in both Kennedy and Mac-
donnell Roads.
For full particulars, apply to—
Linstead & Davis,
Alexandra Buildings, 3rd Floor.
(Hongkong, 17th February, 1905. 82

TO LET.

NO. 1, RIFON TERRACE.

GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL, 1ST FLOOR.

BEER

PILSENER, CROWN LABEL.

\$13.00

PER CASE OF 4 DOZEN QUARTS.

\$19.50

PER CASE OF 8 DOZEN PINTS (LARGE SIZE).

Strength To Resist

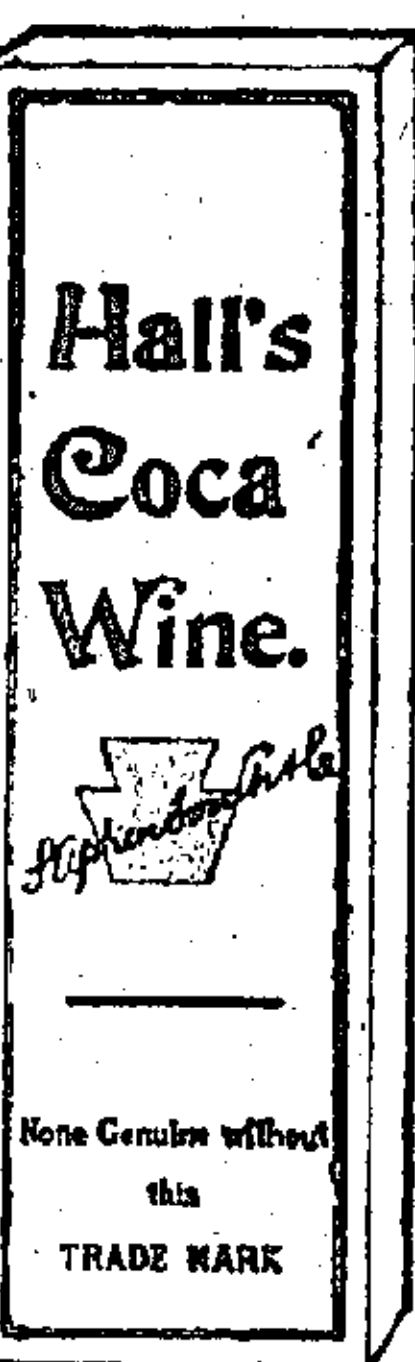
This is what residents of tropical countries lack. Unaided you cannot conquer the climate.

Brace up your system—take the sovereign remedy of thousands of British doctors at home and abroad.

Hall's Coca Wine

two or three times a day, with or after meals. Hall's Coca Wine cures anæmia and nervous troubles. Insist upon Hall's Coca Wine, the kind with the red keystone trademark. Obtainable at all stores and chemists, in large and small bottles.

Hall's Coca Wine is the most marvellous restorative known to medical science—pure, potent, palatable.



[38-3]

THE RACES.

The following is the programme for the third day, together with the entries for each race:

THE GRAND STAND STAKES: Value \$400. Second to receive \$100; and Third \$50. For China Ponies *bona fide* Griffins on date of entry. Winners of one Race 5 lb. extra; of two or more Races 10 lb. extra. Subscription Griffins non-winners allowed 5 lb. Entrance \$10. Three quarters of a mile.

Mr. Buxey's Glorious Rose
Mr. Buxey's Triumph Rose
Mr. Buxey's Himalaya Rose
Mr. Buxey's Spotted Rose
Mr. Paul Chatter's Wakelyn
Mr. Christian's Freckles
Mr. Crickshank's New Boy
Mr. Dargor's Zanzibar
Mr. Dargor's Old Boy

Messrs. T.F. Hough & R. Shewan's The Quail
Mr. Ellis Kadourie's Arab Chief
Mr. D. Macdonald's Highland Star
Mr. D. Macdonald's Highland Chief
H. E. Sir Matthew Nathan's Cordite
H. E. Sir Matthew Nathan's Shimosite
Mr. Ottery's Alarm
Mr. G. H. Potts' Umbrian King
Mr. G. H. Potts' Exchange King
Mr. G. H. Potts' Sycee King
Mr. G. H. Potts' Gold King
Mr. P. Simcock's Mick

THE CONSOLATION STAKES: A sweepstakes of \$10 each with \$200 added. Second to receive \$100; and Third \$50. For China ponies. Weight for inches as per scale. Jockeys who have never had a winning mount allowed 5 lb. Three quarters of a mile.

Mr. Buxey's Marchal Niel Rose
Mr. Buxey's Fortune Rose (late Peacemaker)
Mr. Buxey's La France Rose
Mr. Buxey's Himalaya Rose
Mr. Crickshank's New Boy
Mr. Crickshank's Mikesh
Mr. Dargor's White Blaze
Mr. Dargor's Zanzibar
Mr. Dargor's Old Boy
Father O'Flynn's Donnybrook (late Diamond King)

Mr. Ellis Kadourie's Lucky Chief
Mr. Ellis Kadourie's Corsican Chief
Mr. D. Macdonald's Highland Laird (late Copper King)

THE GREAT SOUTHERN STAKES: Value \$500. Second to receive \$150; and Third \$50. For China Ponies. Weight for inches as per scale. Previous Winners at this Meeting of one Race 7 lb. extra; of two or more Races 10 lb. extra. Unplaced Runners allowed 3 lb.; Griffins allowed 5 lb.; Subscription Griffins of Seasons 1904-1905 and 1905-1906 allowed 10 lb. Allowances accumulative. Entrance \$10. One mile.

Mr. Buxey's Coronet Rose
Mr. Buxey's Fortune Rose (late Peacemaker)
Mr. Buxey's La France Rose
Mr. Buxey's Marchal Niel Rose
Mr. Buxey's Sunroose Rose (late Sunbeam)
Mr. Buxey's Glorious Rose
Mr. Buxey's Triumph Rose
Mr. Crickshank's Mikesh
Mr. Dargor's White Blaze
Mr. Dargor's Zanzibar
Mr. Ellis Kadourie's Lucky Chief
Mr. Ellis Kadourie's Arab Chief
Mr. D. Macdonald's Highland Laird (late Copper King)

Mr. G. H. Potts' Heather King
Mr. G. H. Potts' Norman King
Mr. G. H. Potts' Exchange King
Mr. G. H. Potts' Emerald King
Mr. G. H. Potts' Gold King
Mr. G. H. Potts' Sycee King
Mr. Wingard's Cardas

THE GOVERNOR'S CUP: Presented by His Excellency Sir MATTHEW NATHAN, K.C.M.G. Second to receive \$100; and Third \$50. For China Ponies Subscription Griffins of the Season 1905-1906. Weight for inches as per scale. Previous Winners of one Race 7 lb. extra; of two or more Races 10 lb. extra. Unplaced Runners allowed 3 lb. Entrance \$10. One mile.

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129th Baluchis Subaltern's Pathan
Mr. Buxey's Common Rose
Mr. Buxey's Bush Rose
Mr. Paul Chatter's Wakelyn
Mr. Christian's Freckles
Mr. Crickshank's Red Herring
Mr. Crickshank's Spring Chicken
Mr. Dargor's Zanzibar
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Mr. D. Macdonald's Highland Chief
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H. E. Sir Matthew Nathan's Shimosite
Mr. Ottery's Alarm
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Mr. G. H. Potts' Exchange King
Mr. G. H. Potts' Sycee King
Mr. G. H. Potts' Gold King
Mr. P. Simcock's Mick

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Mr. Buxey's Marchal Niel Rose
Mr. Buxey's Himalaya Rose
Mr. Crickshank's New Boy
Mr. Crickshank's Mikesh
Mr. Dargor's White Blaze
Mr. Dargor's Zanzibar
Mr. Ellis Kadourie's Lucky Chief
Mr. Ellis Kadourie's Arab Chief
Mr. D. Macdonald's Highland Laird (late Copper King)

Mr. G. H. Potts' Heather King
Mr. G. H. Potts' Norman King
Mr. G. H. Potts' Exchange King
Mr. G. H. Potts' Emerald King
Mr. G. H. Potts' Gold King
Mr. G. H. Potts' Sycee King
Mr. Wingard's Cardas

THE CHAMPION STAKES:—Value \$500. Second to receive \$150; and Third \$50. For China Ponies Subscription Griffins of the Season 1905-1906. Weight for inches as per scale. Previous Winners of one Race 7 lb. extra; of two or more Races 10 lb. extra. Unplaced Runners allowed 3 lb.; Griffins allowed 5 lb.; Subscription Griffins of Seasons 1904-1905 and 1905-1906 allowed 10 lb. Allowances accumulative. Entrance \$10. One mile.

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BILIOUSNESS.

Biliousness (or bilious attack) needs little description to the unfortunates who suffer. Food cannot be retained, the tongue is furred, there is a bitter taste in the mouth, the head throbs and aches; the patient is constipated, excited, irritable, depressed and miserable. Doan's Dinner Pills will give relief in a few hours, but the sufferer should assist the medicine by taking rest, keeping quiet, and avoiding worry. During an attack, abstinence from food and alcoholic stimulants is desirable.

Those subject to biliousness should pay careful attention to diet, and avoid fatigue, anxiety, and exposure to cold. After too heavy a meal, one Doan's Dinner Pill will ward off any ill after-effect by giving the digestive organs, the liver and bowels, the additional help they need. This medicine should always be kept handy, and a dose taken whenever you find your food "repeating" or disagreeing with you.

Doan's Dinner Pills are Nature's own medicine for liver, biliousness, and all stomach troubles. They are made from pure roots and herbs which act gently and in harmony with Nature, driving out the clogging impurities, and restoring a regular and natural action to the liver, bowels and digestive system, without griping. Doan's Dinner Pills are the best medicine for biliousness, indigestion, constipation, for headache, rothing, dizziness, distress after eating, poor appetite, yellow eyes, heartburn, wind, etc.

For itching Piles, Ringworm, Eczema, and every irritating Skin Complaint, Doan's Ointment is a sure and lasting cure. Doan's Ointment is 2/3 a pot, or 1/3 for 6 pots. It is sold by all chemists and druggists, or may be had post free on receipt of price, direct from the proprietors, the Foster-McClellan Co., 8, Wells Street, Oxford Street, London, England. [73-8]

THE BEST THING FOR YOU. Possibly you are not "up to the mark" these days. Few people are. The best thing for you is Hall's Coca Wine, taken as soon as you recognise the need of a restorative tonic. Many people hesitate to take doctor's physic because it involves a confession that they are really ill. Hall's Wine, however, is both a natural beverage and a nerve tonic; it may therefore be taken with or between meals without involving any unpleasant acknowledgment of sickness. 68-17

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OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW AND LIVERPOOL...	"PELEUS"	On 6th February.	
GLASGOW AND LIVERPOOL...	"ALCINOUS"	On 13th February.	
GLASGOW AND LIVERPOOL...	"LABRITES"	On 20th February.	
GLASGOW AND LIVERPOOL...	"YANGTSE"	On 27th February.	
GLASGOW AND LIVERPOOL...	"PIOMED"	On 6th March.	
GLASGOW AND LIVERPOOL...	"AGAMEMNON"	On 13th March.	
GLASGOW AND LIVERPOOL...	"TEUKAI"	On 20th March.	

OUTWARDS.

FROM	STEAMERS	TO	DATE
GLASGOW AND LIVERPOOL...	"PELEUS"	On 6th February.	
GLASGOW AND LIVERPOOL...	"ALCINOUS"	On 13th February.	
GLASGOW AND LIVERPOOL...	"LABRITES"	On 20th February.	
GLASGOW AND LIVERPOOL...	"YANGTSE"	On 27th February.	
GLASGOW AND LIVERPOOL...	"PIOMED"	On 6th March.	
GLASGOW AND LIVERPOOL...	"AGAMEMNON"	On 13th March.	
GLASGOW AND LIVERPOOL...	"TEUKAI"	On 20th March.	

HOMEWARDS.

FROM	STEAMERS	TO	DATE
AMSTERDAM, LONDON and ANTWERP	"STENTOR"	On 30th January.	
AMSTERDAM, LONDON and ANTWERP	"PATROCLUS"	On 13th February.	
AMSTERDAM, LONDON and ANTWERP	"SAINT BEDE"	On 20th February.	
AMSTERDAM, LONDON and ANTWERP	"ANTENOR"	On 27th February.	
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 13th March.	
AMSTERDAM, LONDON and ANTWERP	"PELEUS"	On 20th March.	
AMSTERDAM, LONDON and ANTWERP	"ALCINOUS"	On 27th March.	

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, & PACIFIC COAST PORTS, VIA NAGASAKI, KOBE AND YOKO-	"YANGTSE"	On 24th February.	
HAMA	"BELLEROPHON"	On 24th March.	

WESTWARD.

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA, AND PACIFIC COAST	"PINGSUEY"	On 7th February.	
	"OANFA"	On 24th February.	

For Freight, apply to

BUTTERFIELD & SWIRE,

Hongkong, 25th January, 1906.

AGENTS. (9-10)

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
MANILA, SHANGHAI, TACOMA, & PACIFIC COAST PORTS, VIA NAGASAKI, KOBE AND YOKO-	"YANGTSE"	On 24th February.	
HAMA	"BELLEROPHON"	On 24th March.	

WESTWARD.

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA, AND PACIFIC COAST	"PINGSUEY"	On 7th February.	
	"OANFA"	On 24th February.	

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS. (11)

Hongkong, 29th January, 1906.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO	DATE
LONDON and ANTWERP via SINGAPORE, PENANG, MALACCA and PORT SAID	"C. J. Denton, R.N.R."	January	Freight and Passage.

FOR	STEAMERS	TO	DATE
YOKOHAMA via SHANGHAI, NUBIA and MOJI and KOBE	"F. J. Fox"	February	Freight and Passage.

FOR	STEAMERS	TO	DATE
SHANGHAI	"DONGOLA"	About 9th	Freight and Passage.

FOR	STEAMERS	TO	DATE
LONDON &c, via Usual Ports	"ARCADIA"	Noon, 10th	See Special of Call

For further Particulars, apply to

E. A. HEWETT,

Hongkong, 30th January, 1906.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
HYADES	3,753	J. Alvon	On 16th February.
TREMONT	9,606	T. W. Garlick	On 26th February.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.
The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,

GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, 12th January, 1906.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
TAMUI VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 4th Feb.	
TAMUI VIA SWATOW AND AMOY	"S. TAGAMI"	SUNDAY, 11th Feb.	
SHANGHAI VIA SWATOW AMOY AND FOCHOW	"DAIJIN MARU"	SUNDAY, 11th Feb.	
	"H. OKA"	at 10 A.M.	
	"ANPING MARU"	about THURSDAY, 15th Feb.	
	"N. KOBAYASHI"		
	"TRIUMPH"	WEDNESDAY, 31st Jan., at 10 A.M.	
	"A. HANSEN"	THURSDAY, 8th Feb. at 10 A.M.	
	"SCHLAIBER"		

† SHANGHAI VIA SWATOW,
AMOY AND FOCHOW
ANPING VIA SWATOW
AND AMOY

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with electric light.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office
at No. 4, Des Vaux Road, Central.

Hongkong, 29th January, 1906.

T. ARIMA, Manager. (14)

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due at MARSEILLES (Brindisi 3 days earlier)	Due at PLYMOUTH (London 1 day later)		
	Tons		Tons			
ARCADIA	7000	Feb. 10	BRITANNIA	7000	Mar. 10	Mar. 16
DELHI	8000	Feb. 24	MOLDAVIA	10000	Mar. 24	Mar. 30
DONGOLA	8000	Mar. 10	MONGOLIA	10000	Apr. 7	Apr. 13
DELTA	8000	Mar. 24	MOULTAN	10000	Apr. 21	Apr. 27
OCEANA	7000	Apr. 7	MARMORA	10000	May 5	May 11
			Sunday	Saturday		
ARCADIA	7000	Apr. 21	VICTORIA	7000	May 20	May 26
DEVANHA	8000	May 5	HIMALAYA	7000	June 3	June 9
DELHI	8000	May 19	INDIA	8000	June 17	June 23

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express
Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time
of booking.

In addition to the above Mail Steamers the following—

INTERMEDIATE (non-transshipment) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Leave	Due at
	HONGKONG	SINGAPORE	LONDON
TONNAGE	about	about	about
† JAPAN	4500	Feb. 14	Mar. 31
† SUMATRA	4500	Feb. 26	Apr. 14
† NUBIA	4500	Mar. 14	Apr. 28
† JAVA	4500	Mar. 26	May 12
† FORMOSA	4500	Apr. 11	May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

† "SUMATRA" and "NUBIA" call at MARSEILLES.

† "JAPAN," "JAVA" and "FORMOSA" carry only First Saloon Passengers.

For Passage apply to

E. A. HEWETT,

Hongkong, 8th January, 1906.

(2707)

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
PORTS IN THE LEVANT, BLACK SEA AND MEDITERRANEAN; ALSO
LONDON, NEW YORK, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS
AND LOGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	Sailing Dates
ROON	31st January
PREUSSEN	14th February
ZIETEN	28th February
PRINZESS ALICE	14th March
BAYERN	28th March
PRINZ REGENT LUITPOLD	11th April
PRINZ EITEL FRIEDRICH	25th April
SACHSEN	9th May
PRINZ HEINRICH	23rd May
ROON	6th June
PREUSSEN	20th June
ZIETEN	4th July
OLDENBURG	18th July
BAYERN	1st August
PRINZ REGENT LUITPOLD	15th August
PRINZ EITEL FRIEDRICH	29th August

ON WEDNESDAY, the 31st day of JANUARY, 1906, at Noon, the Steamship
"ROON," Captain Meiners, with MAILS, PASSENGERS, SPECIE, and
CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 29th January. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 30th January, and Parcel
will be received at the Agency's Office until Noon, on TUESDAY, the 30th January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewaresses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELOCHERS & CO., AGENTS.

Hongkong, 18th January, 1906.

(5)

FOR SINGAPORE, PENANG, COLOMBO,
PORT SAID AND NAPLES.

(If Sufficient Inducement Offers.)

THE Steamship

"RHEINLAND,"

Captain Försch, will be despatched for the

above ports on or about the 10th February.

The steamer has splendid accommodation for

passengers and carries a duly qualified doctor

and stewaresses.

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

Hongkong, 18th January, 1906. (206)

Hongkong, 12th January, 1906. 2105-213

SHIPPING IN PORT.

STEAMERS	FROM	DATE
ANGHIN, German str.	1,001, D. Reimers, 23rd January.—Bangkok 15th January, Rice and Wood.—Butterfield & Swire.	
ANVA, Norwegian str.	773, Olser, 25th Jan.— Wuhu 18th Jan., Rice.—Order.	
BORNSO, German str.	1,314, F. Sembill, 27th January.—Sandakan 20th Jan., Timber and General.—Melchers & Co.	
BOURBON, Chinese str.	300, L. Bonl, 27th Jan., Saigon 22nd January, General.—Chinese.	
CARL DIETRICHSEN, German str.	795, H. Schladler, 22nd Jan.—Haiphong 18th Jan., and Hoilow 21st, General.—Jensen & Co.	
CHOTSAK, British str.	1,424, Selby, 21st Jan., —Shanghai via Swatow 18th Jan., General. —Jardine, Matheson & Co.	
CITY OF BIRMINGHAM, British str.	147, Wat- son, Palo Canton via Tonkin 19th January. —J. W. Jamieson.	
CLARA JENSEN, German steamer	1,103, Jacob Bendixen, 23rd Jan.—Chinkiang 18th Jan., General.—Jensen & Co.	
CRANLEY, British str.	2,334, Steele, 28th Jan., —Chingwantao 19th Jan.—Gibb, Living- ston & Co.	
DAKOTA, American str.	10,714, Emil Francke, 27th Jan.—Sattilo 16th December, General. —G. N. S. S. Co.	
DR. H. K. KLAS, Norwegian str.	691, H. E. Larsen, 19th Dec.—Hoilo 14th Dec., Sugar.— Aagaard, Thorson & Co.	
ELISABETH RICKMERS, German steamer	997, Botsfuh, 25th Jan.—Bangkok 18th Jan., Rice.—Butterfield & Swire.	
EMMA LUYKEN, German str.	1,160, O. Schon- feldt, 28th Dec.—Hongkong 14th Dec., Coal. —Order.	

STEAMERS	FROM	DATE
EMPRESS OF INDIA, British str.	3,032, E. Bosham, 17th January.—Yamouer and Shanghai 15th Jan., Mails and General.— C. P. R. Co.	
FERNANDEZ IBERNANES, American str.	400, Oquadio, 4th Jan.—Manila 1st Jan., Sugar. —Gibb, Livingston & Co.	
FRITHJOF, Norwegian str.	891, H. A. Haraldsen, 13th Jan.—Amoy and Amoy 12th Jan., General.—Osaka Shosen Kaisha.	
GLENNCOLE, British str.	2,399, W. T. Larkins, 20th Jan.—Singapore 20th Jan., General. —Chinese.	
GREGORY ARFAR, British str.	2,961, J. G. O'Brien, 28th Jan.—Calcutta via Straits 12th Jan., General.—D. Sassoon & Co., Ltd.	
HACHING, British str.	1,267, Hodgins, 24th January.—Fochow 21st Jan., Amoy 22nd and Swatow 23rd, General.—Douglas Lapraik & Co.	
HELEN, German str.	771, J. Jensen, 25th Jan.—Holkow 24th Jan., General.—Jensen & Co.	

STEAMERS	FROM	DATE
HOLSTEIN, German steamer	985, A. Niejahr, 27th Jan.—Haiphong 24th Jan. and Hoilow 25th, General.—Jensen & Co.	
HONGKONG MARU, Japanese str.	3,447, E. Bent, 21st Jan.—Yokohama 13th Jan., General. —Toyo Kisen Kaisha.	
HOPKING, British str.	1,339, J. M. Hay, 18th Jan.—Wuhu and Chinkiang 14th January, General.—Jardine, Matheson & Co.	
HSH CHANG, Chinese str.	1,284, P. Klopfer, 26th January.—Shanghai 22nd January, General.—Chinese.	
HYDRA, British str.	2,635, J. B. Kent, 16th Jan.—Moji 10th January, Coal.—Bradley & Co.	

STEAMERS	FROM	DATE
ICHANG, British str.	1,228, Lloyd-Jones, 22nd Jan.—Wuhu and Chinkiang 17th Jan., General.—Butterfield & Swire.	
ITHAKA, German str.	1,440, E. Eckerho, 27th Jan.—Chinkiang 24th Jan., General.— Siemssen & Co.	
KATHERINE PAUL, British str.	3,070, W. H. Copp, 26th Jan.—Chingwantao and Chefoo 21st Jan.—Gibb, Livingston & Co.	
KENSINGTON, British str.	2,247, Robt. Dowd, 21st Jan.—Salina Cruz 13th Dec., Ballast. —Doddwell & Co.	
KOON SHING, British str.	1,333, R. Y. Ander- son, 25th Jan.—Wuhu and Chinkiang 17th Jan., Rice, Nuts and Oil.—Jardine, Math- eson & Co.	
KUMSANG, British str.	2,077, E. J. Buller, 23rd Jan.—Calcutta 7th Jan., Penang 13th and Singapore 16th, General.—Jardine, Math- eson & Co.	

General.—Butterfield & Swire.	1,440, H. Ekholm, 27th Jan.—Chinking 24th Jan. General.—Simmons & Co.	Sandpiper, river gunboat, 45 tons, 2 guns, 21 h.p. Lieut.-Comdr. H. T. Atlay, West River.
KATHERINE PARK, British str., 3,070. W. H. Copp, 26th Jan.—Ching-wantao and Chefoo 21st Jan.—Gibb, Livingston & Co.	2,247, Robt. Dowor, 21st Jan.—Salina Cruz 13th Dec. Ballast, Mull & Co.	Snipe, river gun-boat, 55 tons, 2 guns, 24 h.p. Lieut.-Comdr. Ernest W. G. Davidson, on Yangtze.
KENSINGTON, British str., 2,247, Robt. Dowor, 21st Jan.—Salina Cruz 13th Dec. Ballast, Mull & Co.	545, H. Janicke, 13th Jan.—Shanghai 9th Jan. General.—Simmons & Co.	Stutlej, 1st class cruiser, 12,000 tons, 14 guns, 21,000 i.h.p., Captain Wm. L. Grant, Manila.
KNIVSBERG, German str., 645, H. Janicke, 13th Jan.—Shanghai 9th Jan. General.—Simmons & Co.	1,333, R. Y. Anderson, 25th Jan.—Wuhu and Chinking 20th Jan. Rice, Nuts and Oil.—Jardine, Matheson & Co.	Tamar, receiving ship, 4,000 tons, 6 guns, 1,000 i.h.p., Comdr. J. A. Richards, Hongkong.
KOON SING, British str., 1,333, R. Y. Anderson, 25th Jan.—Wuhu and Chinking 20th Jan. Rice, Nuts and Oil.—Jardine, Matheson & Co.	2,677, F. J. Buller, 23rd Jan.—Calcutta 7th Jan., Penang 13th and 14th Jan.	Teal, river gunboat, 180 tons, 2 guns, 1 local. Comdr. Secretan, on Yangtze.
KUMSANG, British str., 2,677, F. J. Buller, 23rd Jan.—Calcutta 7th Jan., Penang 13th and 14th Jan.		Vairo, torpedo-boat destroyer, 360 tons, 6 guns, 6,300 i.h.p., Lieut.-Comdr. J. A. Richards, Hongkong.
		Waterwitch, surveying ship, 620 tons, 450 i.h.p., Comdr. A. W. Glennie, Hongkong.
		Whiting, torpedo-boat destroyer, 390 tons, 5 guns, 5,900 h.p., Lieut.-Comdr. C. E. I.

